

SIGNIFICANT ENVIRONMENTAL EFFECTS
WHICH CANNOT BE AVOIDED IF THE
PROPOSED PROJECT IS IMPLEMENTED

SUBCHAPTER 2.1
TRANSPORTATION/CIRCULATION

CHAPTER 2.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

2.1 Transportation/Circulation

Urban Systems Associates, Inc. (USAI) prepared a Traffic Impact Analysis (TIA) evaluating the Proposed Project (USAI 2008). The following subchapter summarizes information and data contained in that technical study. Appendix B of this EIR contains the TIA in its entirety.

2.1.1 Discussion of Existing Conditions Relating to Transportation/Circulation

The Proposed Project is situated at the western terminus of Ash Street, north of Cedar Street, south and west of Pine Street, and northeast of the Ramona Airport in the community of Ramona. Figure 2.1-1 illustrates the existing roadway network in the Project area and depicts the intersections analyzed in the TIA. The study area for the Proposed Project, determined using San Diego Association of Governments (SANDAG) guidelines and through consultation with County staff, includes the following street segments and intersections:

Street Segments

- Pine Street (also known as SR 78 or San Pasqual Valley Road)/10th Street
 - Haverford Road to Ash Street
 - Ash Street to Olive Street
 - Olive Street to Main Street (also known as SR 67)
 - Main Street to H Street
- Main Street (SR 67)
 - 7th Street to Pine Street
 - Pine Street to Montecito Road
 - Montecito Road to Hunter Street
 - Hunter Street to future Boundary Road
 - Future Boundary Road to Highland Valley Road/Dye Road
 - Highland Valley Road/Dye Road to Archie Moore Road
 - Archie Moore Road to Poway Road
- Montecito Way
 - Proposed Montecito Ranch Road to Montecito Road
- Montecito Ranch Road
 - Western Project access point to Montecito Way
 - Between main Project access points

- Ash Street
 - Eastern Project access point to Pine Street
 - Pine Street to Elm Street
- Montecito Road
 - Montecito Way to Davis Street
 - Davis Street to Main Street

Intersections

- Ash Street/Pine Street
- Pine Street/Olive Street
- Pine Street/Main Street
- Main Street/Montecito Road
- Montecito Way/Montecito Road
- SR 67/Highland Valley Road/Dye Road
- SR 67/Archie Moore Road

Existing Traffic Volumes

Existing Street Segment Level of Service Analysis

Existing average daily trip (ADT) volumes were compiled with assistance from traffic studies submitted to the County Department of Public Works (DPW) for other projects in the area, the SANDAG website, and the California Department of Transportation (Caltrans) website. Existing ADT counts represent Year 2004 traffic conditions. Existing ADT volumes on the study area street segments are presented in Figure 2.1-2 and Table 2.1-1.

The San Diego County Public Road Standards are used in determining the levels of service for County Circulation Element Roads and are shown in Table 2.1-2. The County has developed level of service (LOS) thresholds based on different functional street classifications and their ability to carry traffic. This table includes levels of service established for each type of roadway, based on ADT volumes. The Public Facility Element of the County General Plan states that new development shall provide on-site improvements to maintain LOS C on Circulation Element roads during peak periods. The element also states that new development shall provide off-site road improvements to contribute to the overall achievement of LOS D on Circulation Element roads. LOS D or better is therefore considered acceptable off site. An increase in volume-to-capacity ratio (V/C) of greater than two percent at LOS E or F may be determined a significant traffic impact (County of San Diego Guidelines for Determining Significance – Transportation/Traffic, December 5, 2007) ~~if the additional traffic would cause a noticeable or unacceptable increase in congestion or decrease in level of comfort for motorists.~~

The existing improvements ~~classification~~ based on the County Public Road Standards were used to determine existing capacity of street segment LOS for roadways within the Project study area. (Classifications within the Circulation Element were used for cumulative analysis.) Roadway capacity for each classification is expressed in terms of maximum daily traffic for each LOS designation (LOS A through LOS F). Table 2.1-1 presents the street segment classification, roadway capacity, existing volume, V/C, and LOS for the study area street segments under Existing conditions. As depicted in Table 2.1-1, all of the study area street segments operate at an acceptable LOS D or better under

Existing conditions, with the exception of Main Street between Hunter Street and Poway Road, which currently exceeds capacity and is operating at LOS F.

Existing Intersection Level of Service Analysis

Morning (AM) and afternoon (PM) peak period traffic volume counts were made in July 2004 and late April 2005 at the study area intersections. Each intersection was counted for two hours during the morning peak period (between 7:00 and 9:00 AM) and for two hours during the afternoon peak period (between 4:00 and 6:00 PM). These traffic counts resulted in the determination of existing peak period traffic volumes at the study area intersections and are presented in Figure 2.1-3. Table 2.1-3 shows the current delay times and LOS of each analyzed intersection during the AM and PM peak periods. Under Existing conditions, all analyzed intersections operate at LOS D or better, with the exception of Pine Street/Main Street, which operates at LOS E during the PM peak period, and SR 67 Street/Archie Moore Road, which operates at LOS F during the AM peak period. Refer to Appendix B for additional information regarding existing AM and PM peak periods traffic volumes.

To determine an intersection peak period LOS, the most recent procedures from Chapters 16 and 17 of the *Highway Capacity Manual* (HCM) were used, as required by the County of San Diego Draft Guidelines and Regional Congestion Management Program (CMP). These procedures include the “operational method,” which determines LOS based on total control delay per vehicle expressed in seconds. A computer program, HCS 2000 Version D, was used to complete the analysis. As with street segments, LOS D or better is acceptable for intersections.

Congestion Management Program

The CMP guidelines were developed by SANDAG to provide a set of procedures for completing enhanced CEQA review for certain projects. The guidelines stipulate that any development generating 2,400 or more ADT, or 200 or more peak period trips, must be evaluated in accordance with requirements of the Regional CMP. Because the Proposed Project would generate greater than 2,400 ADT, it is subject to the CMP guidelines and additional CMP analysis is required.

The CMP guidelines also require that a TIA addresses freeway links with 50 or more peak period Project trips (in either direction). The Proposed Project, however, is below the threshold for freeways established by these guidelines, since fewer than 50 peak period Project trips are assigned to freeway main lane segments. A ramp meter analysis would also be required if Project trips would reach 20 or more at freeway ramps. Since the Project trip distribution shows fewer than 20 peak period Project trips reaching freeway ramps, ramp meter analysis is not required for the Proposed Project.

2.1.2 Identification and Discussion of Guidelines for the Determination of Significance

THRESHOLD MATRIX			
Measures of Significant Project Impacts to Congestion: Allowable Increases on Congested Roads and Intersections			
ROAD SEGMENTS			
LOS	2-lane Road	4-lane Road	6-lane Road
E	200 ADT or >0.02 V/C	400 ADT or >0.02 V/C	600 ADT or >0.02 V/C
F	100 ADT or >0.02 V/C	200 ADT or >0.02 V/C	300 ADT or >0.02 V/C

THRESHOLD MATRIX (cont.)		
Measures of Significant Project Impacts to Congestion: Allowable Increases on Congested Roads and Intersections (cont.)		
INTERSECTIONS		
LOS	Signalized	Unsignalized
E	Change in delay of > 2.0 seconds	20 peak period trips on a critical movement
F	Change in delay of > 1.0 second, or 5 peak period trips on a critical movement	5 peak period trips on a critical movement

Source: Draft County of San Diego Guidelines for Determining Significance

Note: Per County of San Diego Guidelines, the V/C is allowed to increase by up to 0.02 before an impact is considered significant.

Delay = average stopped delay per vehicle, measured in seconds or minutes

> = greater than

Road Segments

The Proposed Project or cumulative development would have a significant volume and/or LOS traffic impact on a road segment if:

1. The additional or redistributed ADT generated by the Project would cause an adjacent or nearby County Circulation Element Road to operate below LOS D and would significantly increase congestion as identified in the Threshold Matrix or would cause an on-site County Circulation Element Road to operate below LOS C;
2. The additional or redistributed ADT generated by the Project would cause a residential street to exceed its design capacity; and/or
3. The additional or redistributed ADT generated by the Project would significantly increase congestion on a Circulation Element Road or State Highway currently operating at LOS E or F as identified in the Threshold Matrix.

Signalized Intersections

The Proposed Project or cumulative development would have a significant volume and/or LOS traffic impact on a signalized intersection if:

4. The additional or redistributed ADT generated by the Project would cause a signalized intersection to operate below LOS D, unless it can be shown that the Project would not increase congestion to the levels identified in the Threshold Matrix; and/or
5. The additional or redistributed ADT generated by the Project would significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, unless it can be shown that the Project would generate fewer peak period trips to a critical movement than those identified in the Threshold Matrix.

Unsignalized Intersections

The Proposed Project or cumulative development would have a significant volume and/or LOS traffic impact on an unsignalized intersection if:

6. The Project would cause the unsignalized intersection to operate below LOS D, unless it is shown that the Project would generate fewer than 20 peak period trips to a critical movement of an unsignalized intersection;
7. The unsignalized intersection currently operates at LOS E, unless it can be shown that the Project would generate fewer than 20 peak period trips to a critical movement;
8. The Project would cause the unsignalized intersection to operate below LOS E, unless it is shown that the Project would generate fewer than 5 peak period trips to a critical movement of an unsignalized intersection;
9. The unsignalized intersection currently operates at LOS F, unless it can be shown that the Project would generate fewer than 5 peak period trips to a critical movement; and/or
10. Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance, and/or other factors, it is found that a generation rate less than those specified above would significantly impact the unsignalized intersection operations.

Hazards Due to a Design Features

The following significance guidelines will be considered substantial evidence that a project would have a significant traffic hazard impact due to a design feature. The determination of evidence shall be on a case-by-case basis, considering the following factors:

11. Design features/physical configurations of access roads adversely affect the safe transport of vehicles along the roadway;
12. The percentage and/or magnitude of increased traffic on the road due to the Project affect the safety of the roadway;
13. The physical conditions of the Project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers could result in vehicle conflicts with other vehicles, and/or stationary objects; and/or
14. The road does not conform to the requirements of the private or public road standards, as applicable.

Hazards to Pedestrians and/or Bicyclists

The following significance guidelines will be considered substantial evidence that the Proposed Project would have a significant traffic hazard impact to pedestrians and/or bicyclists. The determination of significance shall be on a case-by-case basis, considering the following factors:

15. Design features/physical configurations adversely affect the visibility of pedestrians and/or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and/or bicyclists;
16. The amount of pedestrian activity at the Project access points may adversely affect pedestrian safety;

17. The Project may result in the preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the Project site;
18. The percentage and/or magnitude of increased traffic on the road due to the Project may adversely affect pedestrian and bicycle safety;
19. The physical conditions of the Project site and surrounding area, such as curves, slopes, walls, landscaping, or other barriers could result in vehicle/pedestrian or vehicle/bicycle conflicts;
20. The Project does not conform to the requirements of the private or public road standards, as applicable; and/or
21. The Project may result in a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

Guideline Sources/Methodology

The above guidelines are taken from the County of San Diego Guidelines for Determining Significance, Part XV-A: Transportation/Traffic, adopted by DPLU on December 5, 2007~~September 26, 2006~~.

2.1.3 Analysis of Project Effect and Determination as to Significance

This section presents anticipated Project trip generation and distribution. The analysis was based on a Select Zone Travel forecast prepared at SANDAG using the Series 10, 2030 Traffic Model.

Daily and peak period traffic generation for the Proposed Project was based on SANDAG trip generation rates (as one of the many planning agencies within SANDAG jurisdiction, the County relies upon SANDAG generation rates) as contained in the Project TIA (Appendix B). Trip generation for the Project (including 417 residential units, an 8.3-acre local park, an 11.9-acre historical park with an equestrian staging area, and a potential future 600-student charter high school on a site that would be provided by the Proposed Project) is estimated to generate 5,885 ADT, with approximately 570 trips during the morning peak period (236 inbound, 334 outbound) and approximately 588 trips during the afternoon peak period (386 inbound, 202 outbound) as summarized in Table 2.1-4. Figure 2.1-4 shows the Project traffic distribution percentages within the Project study area. Figure 2.1-5 shows the Project's ADT along roadway segments and Figure 2.1-6 shows the Project's volumes at intersections.

The Proposed Project would build all necessary on-site roads. In addition, Project modeling assumed that all off-site roadway segment improvements proposed as part of the project and detailed in Chapter 1.0 of this EIR was part of Project design; i.e., segment widening adequate to accommodate projected volumes was assumed to be in place. Improvements to (1) Ash Street between the SPA boundary and Pine Street, (2) Montecito Way between Sonora Way and Montecito Road, and (3) Montecito Road between Montecito Way and Main Street would include pavement widening to a uniform width of 40 feet curb-to-curb within a 60-foot-wide right-of-way (Figure 1-2).

Existing Plus Project Street Segment Level of Service Before Project Mitigation (Significance Guideline Nos. 1 through 3)

Existing Plus Project street segment LOS were determined by combining the existing ADT with the Project-only ADT. The result of this effort is presented on Figure 2.1-7. Table 2.1-1 summarizes

street segment levels of service under Existing Plus Project conditions. As shown in the table, all street segments evaluated would operate at LOS D or better when Project traffic is added to existing traffic, except for Pine Street between Ash Street and Main Street (LOS E) and Main Street between Hunter Street and Poway Road (LOS F). Accordingly, significant traffic impacts would occur along these roadway segments, pursuant to Significant Guideline Nos. 1 and 3. (**Significant Impact Nos. 2.1.3a and 2.1.3b**, respectively)

The addition of traffic generated by the Proposed Project would not cause any of the analyzed street segments to exceed their design capacities, pursuant to Significance Guideline No. 2. In other words, the segments either would not exceed capacity with the addition of Project-generated traffic, or are already over capacity (refer to Table 2.1-1). In neither case does the Proposed Project actually result in the exceedance. Impacts therefore would be **less than significant**.

Existing Plus Project Intersection Level of Service Before Project Mitigation (Significance Guideline Nos. 4 through 10)

Project traffic for the AM and PM peak periods was added to existing traffic to identify direct Project impacts (Figure 2.1-8). Table 2.1-3 shows the resulting AM and PM peak period LOS and change in delay for each intersection analyzed. Under the Existing Plus Project conditions, significant impacts from Project-related traffic would occur at three signalized intersections that would operate at LOS E during peak period(s) and would have a change in delay of greater than 2.0 seconds, or would operate at LOS F during peak period(s) and would have a change in delay of greater than 2.0 seconds (for LOS E) and 1.0 second (for LOS F), pursuant to Significance Guideline Nos. 4 and 5:

- Pine Street/Main Street would operate at LOS E in the PM peak period (**Significant Impact No. 2.1.3c**)
- Main Street/Montecito Road would operate at LOS E in the PM peak period (**Significant Impact No. 2.1.3d**)
- SR 67/Highland Valley Road/Dye Road would operate at LOS F in the AM peak period (**Significant Impact No. 2.1.3e**)

Similarly, significant impacts from Project-related traffic would occur at three unsignalized intersections that would operate at LOS E during peak period(s) and would generate 20 or more peak period trips to a critical movement, or would operate at LOS F during peak period(s) and would generate 5 or more peak period trips to a critical movement, pursuant to Significance Guideline Nos. 6 through 9:

- Ash Street/Pine Street would operate at LOS E in the AM peak period and LOS F in the PM peak period (**Significant Impact No. 2.1.3f**)
- Pine Street/Olive Street would operate at LOS E in the PM peak period (**Significant Impact No. 2.1.3g**)¹

¹ Since circulation of the Draft EIR, the Pine Street/Olive Street intersection has been signalized. As a result, the (pre-signal) analysis relative to this intersection in this EIR is conservative in nature. As indicated in Section 2.1.5 of this subchapter, the Proposed Project will confirm that the signal addresses impacts identified in this analysis. Evaluation and potential upgrade of the existing Pine Street/Olive Street signal would occur prior to issuance of an occupancy permit on site and to the satisfaction of the Director of DPW.

- SR 67/Archie Moore Road would operate at LOS F in the AM peak period and LOS E in the PM peak period (Significant Impact No. 2.1.3h)

Impacts to the other analyzed intersection (Montecito Way/Montecito Road) would be **less than significant**.

Impacts to all analyzed intersections would be **less than significant** with regard to evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance, and/or other factors, pursuant to Significance Guideline No. 10.

Analysis of Effects Associated With SA 330 Extension

~~This analysis is applicable only to the projected extension of SA 330 from Montecito Road to SR 67. Buildout of this roadway is not part of the Proposed Project, but would be implemented by another entity in the future. Under Existing Plus Project conditions, no significant impacts would occur to abutting roadways or intersections, as SA 330 would not be constructed until after Year 2010.~~

Hazards Due to a Design Feature (Significance Guideline Nos. 11 through 14)

On-site Roadway Improvements

All roadway designs would meet County safety standards. Montecito Ranch Road would be designated as a two-lane modified rural light collector roadway (equivalent to County rural light collector standards with an added median and enhanced parkways), which would be constructed as part of the Proposed Project. The road would be a two-lane roadway within a 118-foot-wide right-of-way from Ash Street at the eastern site boundary to proposed lot 392 within Unit 2. In addition to the vehicle travel lanes, the right-of-way would include an 18-foot-wide, landscaped thematic street scene with a 5-foot-wide decomposed granite trail on the south side of the road (Figure 1-18). The 118-foot-wide right-of-way would consist of two 20-foot-wide lanes (each containing one 14-foot-wide vehicle lane and one 6-foot-wide bicycle lane traveling in each direction), separated by a 20-foot-wide landscaped median. A 40-foot-wide landscaped parkway encompassing an 8-foot-wide multi-purpose trail is proposed for the north side of the road (Figure 1-18). From lot 392 southwesterly to Montecito Way at the southern property boundary, Montecito Ranch Road would be constructed within an 80-foot-wide right-of-way, to include the following: an 18-foot-wide thematic street scene with a 5-foot-wide decomposed granite trail on the southern side; two 20-foot-wide lanes (each containing one 14-foot-wide vehicle lane and one 6-foot-wide bicycle lane traveling in each direction); and a 22-foot-wide landscaped parkway encompassing an 8-foot-wide multi-purpose trail on the northern side (Figure 1-18). The Project would include the following roadway enhancements along Montecito Ranch Road: (1) detached meandering trails, substituting for contiguous 5-foot-wide sidewalks; (2) right-of-way increase from 60 to 118 feet from Alice Street to 0.9 mile east of Alice Street; (3) right-of-way increase from 60 to 80 feet from 0.9 mile east of Alice Street to Montecito Way; (4) prohibition of parking; and (5) physical street improvements would not be centered within the right-of-way. None of these proposed roadway enhancements would affect road design with regard to meeting County safety standards.

The proposed internal loop roads and cul-de-sac streets would provide efficient on-site circulation and logical connections to both Montecito Ranch Road and the existing pedestrian system consisting of a five-foot-wide decomposed granite trail on one side of the roadway (Figure 1-19). Each loop road

would be composed of a 60-foot-wide right-of-way, with a pavement width of 40 feet (to include two lanes, one 12-foot-wide lane traveling in each direction with an 8-foot-wide parking area), the 5-foot-wide decomposed granite trail on one side of the road, and landscaping on both sides of the road (Figure 1-19). Each cul-de-sac street would have a 56-foot-wide right-of-way, with a pavement width of 36 feet (to include two lanes [one 18-foot-wide lane in each direction, including a travel way and parking area]), a 5-foot-wide decomposed granite trail on one side of the street and landscaping on both sides of the street (Figure 1-19).

Local and neighborhood streets within the Proposed Project would be constructed as private roadways per County standard rights-of-way and specifications, with the exception that road improvements would not be centered with the right-of-way. All internal streets would be constructed with streetlights and standard curbs and gutters and are designed to accommodate anticipated long-term traffic volumes. On-street parking would be permitted along both sides of all proposed private residential roads within the SPA.

Off-site Roadway Improvements

All roadway and intersection designs would meet County safety standards, including the provision of adequate sight distances at intersections. Off-site improvements to several area intersections and street segments are proposed to accommodate Project traffic and reduce traffic congestion in the Ramona area. Off-site street segment improvements are proposed on Ash Street, Montecito Way, and Montecito Road. Improvements generally would be implemented consistent with the planned roadway classifications and County design standards for those classifications, except where otherwise noted. Improvements along Ash Street would include increasing the paved width to a uniform 40 feet within the existing 60-foot-wide right-of-way, with two 14-foot-wide travel lanes (one lane traveling in each direction) and a 6-foot-wide bicycle lane on each side of the road (Figures 1-20, 1-21a, and 1-21b). The pavement edges would be finished with curbs and gutters and an eight-foot-wide multi-purpose trail would be located along the northern side of the road within the remaining right-of-way. Requests for modifications to road standards for this roadway segment include: (1) reduced design speed from 40 to 35 mph; (2) removal of parking to provide bike lanes; and (3) removal of sidewalks and replacement with a multi-purpose trail along the north side of the road (Stevens Cresto 2007).

Montecito Way between the southern Project boundary south and Montecito Road would be paved to a uniform width of 40 feet within a 60-foot-wide right-of-way consisting of two 14-foot-wide travel lanes (one in each direction). A six-foot-wide bike lane would be provided on each side of the road (see Figures 1-22, 1-23a, and 1-23b). The edge of the pavement would be finished with curbs and gutters and an 8-foot-wide native soil multi-purpose trail would be located within a 10-foot-wide portion of the right-of-way along the western side of the road. Parking would be prohibited along this roadway segment.

Montecito Road between Montecito Way and Main Street would be paved to a uniform width of 40 feet within a 60-foot-wide right-of-way consisting of two 14-foot-wide travel lanes (one lane traveling in each direction). A six-foot-wide bike lane would be provided on each side of the road (Figures 1-24 and 1-25a through 1-25e). The edge of the pavement would be finished with curbs and gutters and an 8-foot-wide native soil multi-purpose trail would be located within a 10-foot-wide portion of the right-of-way along the north side of the road. Parking would be prohibited along this roadway segment.

Off-site intersection improvements would consist of such measures as widening, restriping, and signalization (once the County and/or Caltrans determine that signal warrants are met).

The proposed on- and off-site roadways and roadway improvements would accommodate Project traffic and conform to private and public road standards where roadway enhancements are not being pursued. Requests for modifications to road standards would be required for Montecito Ranch Road, on-site local and neighborhood streets, Ash Street, Montecito Way, and Montecito Road.

The Project Applicant has obtained a design speed modification to a road standard for Ash Street to allow a posted speed limit of 35 mph, instead of the typical 40 mph design speed for this classification (Stevens Cresto 2007). (To achieve a 40 mph design speed, raising or lowering various segments of the existing street would have had to occur, resulting in unacceptable impacts on adjacent existing facilities and development, due to the extensive cut and fill slopes impacting existing structures.) A request for modification to road standards for this roadway segment also would include a parking restriction to provide for bike lanes (Stevens Cresto 2007).

Request for modification to a road standard for Montecito Way and Montecito Road include restriction of parking to provide for bike lanes (Stevens Cresto 2007).

Issue Conclusion

The Project roadways and improvements, including the noted requests for modifications to road standards, would not result in unsafe conditions or failure to meet County safety standards. The design speed exception for Ash Street would be to decrease the posted speed limit from 40 to 35 mph. This decrease in vehicle speed would result in safer conditions. Accordingly, impacts due to design features would be **less than significant**, pursuant to Significance Guideline Nos. 11 through 14.

Hazards to Pedestrians/Equestrians and/or Bicyclists (Significance Guideline Nos. 15 through 21)

Bike lanes, separate from the vehicular traffic lanes, would be provided along Ash Street, Montecito Ranch Road, Montecito Way, and Montecito Road, which would increase the safety of bicyclists along these roadways. No new barriers to pedestrians/equestrians or bicyclists would be created, with the exception of railing within the Montecito Road bridge designed to separate pedestrians and equestrians from vehicular traffic. Bicyclists would be separated from vehicular traffic by striping on the roadways. Pedestrians and equestrians would be separated from vehicular traffic by the bike lanes, curbs and gutters. Because of these provisions, impacts to pedestrian, equestrian and bicyclist safety would be **less than significant**, pursuant to Significance Guideline Nos. 15 through 21.

2.1.4 Cumulative Impact Analysis

To complete the analysis of cumulative traffic impacts, Regional CMP Traffic Study Guidelines require the identification of projects other than the Proposed Project (e.g., “other projects”) that may affect traffic conditions. Small individual projects may not, by themselves, result in a significant impact. On a cumulative basis, however, these individual projects in conjunction with the Proposed Project may have a significant impact, particularly on Pine Street and Main Street in the central area of Ramona.

A specific process was followed to determine and quantify the cumulative effects of “other projects” in the vicinity of the Proposed Project, which resulted in the composite estimate of cumulative or “other

projects” traffic for the Ramona area, including a consolidated “other projects” traffic estimate for both Pine Street and Main Street. The process included the following steps:

- A database review was conducted by County staff to identify potentially relevant “other projects.”
- A series of meetings between traffic consultants working on various projects in the Ramona area was held to determine cumulative project traffic generation and distribution characteristics. The traffic consultants also grouped projects by geographic area and developed composite traffic distribution patterns for the “other projects.”
- A composite database of “other projects” was developed for review by DPW and DPLU staff.

Subsequent to County staff review and approval of the “other projects” for the Ramona area, the resulting “other projects” traffic estimates were produced and used for various traffic impact analyses, including the Montecito Ranch TIA (see Appendix B). A total of 80 “other projects” in the vicinity of Montecito Ranch, as of September 17, 2004, was considered for the analysis of localized cumulative impacts. These projects were agreed upon by County staff and are listed in Appendix F of the TIA. In addition, a growth factor was agreed upon with County staff and added to the forecast to account for “other projects” for which information was not available at the time of the analysis or new related project proposals that could occur prior to the approval of the Proposed Project. The growth factor applied to the analysis varied from 16 to 39 percent along SR 78 and SR 67, which exceeds the actual growth in traffic due to other projects, as shown in detail in Chapter 7.0 of the TIA (Appendix B). In 2007, USAI reanalyzed the “other projects” list to determine whether the applied growth factor was adequate to cover all of the new projects (as well as withdrawn projects) since the 2004 analysis. As discussed in the TIA, the applied growth factor still adequately covers all “other projects.” Figure 2.1-9 presents the ADT for roadway segments for “other projects” plus Existing conditions and Figure 2.1-10 presents the volumes for intersections for the same conditions.

The traffic numbers developed as a result of the cumulative impacts analysis formed the basis of both the Year 2010 and Year 2030 traffic analyses. In other words, the “other projects” traffic volumes were added to the existing ADT to form the near-term (Year 2010) and buildout (Year 2030) cumulative evaluations. Project traffic was then added to each scenario and the change in traffic attributable to the Project was determined. The Proposed Project’s contribution to significant cumulative traffic impacts upon road segments and intersections was evaluated.

Year 2010 Traffic Conditions Impacts

Background

Traffic from “other projects” without the Proposed Project traffic was added to Existing conditions for a near-term (Year 2010) evaluation. The results of this effort are discussed below.

Year 2010 Without Project Street Segment Level of Service

The street segment analysis completed for Year 2010 Without Project conditions includes existing ADT volumes plus ADT volumes from “other projects.” Table 2.1-5 and Figure 2.1-9 present the resulting street segment LOS under these conditions. Pine Street/10th Street between Haverford Road and H Street and Main Street between Pine Street and Poway Road would operate at LOS E or F under this scenario.

All other street segments evaluated would operate at LOS D or better under the Year 2010 Without Project scenario.

Year 2010 Plus Project Street Segment Level of Service Before Project Mitigation (Significance Guideline Nos. 1 through 3)

Figure 2.1-10 and Table 2.1-5 present street segment LOS based on the ADT for Existing conditions plus “other projects” plus the Proposed Project. Under the Year 2010 Plus Project conditions, Pine Street/10th Street between Haverford Road and H Street and Main Street between Pine Street and Poway Road would operate at LOS E or F with an increase in V/C of greater than 0.02 and/or an increase in ADT of greater than 200.

Accordingly, significant impacts would occur along these segments, pursuant to Significance Guideline Nos. 1 and 3. (**Significant Impact Nos. 2.1.4a and 2.1.4b**, respectively)

Impacts to the remaining street segments would be **less than significant**.

The addition of traffic generated by the Proposed Project to Year 2010 conditions would cause one of the analyzed street segments (Main Street between Pine Street and Montecito Road) to exceed its design capacity. Such an impact would be cumulatively significant, pursuant to Significance Guideline No. 2. (**Significant Impact No. 2.1.4b**)

Year 2010 Without Project Intersection Level of Service

Figure 2.1-11 shows the traffic volumes for the analyzed intersections during the AM and PM peak periods under the Year 2010 Without Project conditions. Table 2.1-6 lists the study area intersection delay and LOS that results when “other projects” traffic are added to existing traffic. The following six intersections would operate at LOS F under the Year 2010 Without Project conditions:

- Ash Street/Pine Street would operate at LOS F in the AM and PM peak periods
- Pine Street/Olive Street would operate at LOS F in the AM and PM peak periods
- Pine Street/Main Street would operate at LOS F in the AM and PM peak periods
- Main Street/Montecito Road would operate at LOS E in the PM peak period
- SR 67/Highland Valley Road/Dye Road would operate at LOS F in the AM peak period
- SR 67/Archie Moore Road would operate at LOS F in the AM and PM peak periods

Year 2010 Plus Project Intersection Level of Service Before Project Mitigation (Significance Guideline Nos. 4 through 10)

Figure 2.1-12 shows the traffic volumes for the analyzed intersections during the AM and PM peak periods under the Year 2010 Plus Project conditions. Table 2.1-6 presents the LOS projected to occur at study area intersections during the AM and PM peak periods and change in delay under the Year 2010 Without Project conditions and Year 2010 Plus Project conditions. Under the Year 2010 Plus Project conditions, significant impacts from Project-related traffic would occur at three signalized

intersections that would operate at LOS E or F during peak period(s) and would have a change in delay of greater than 1.0 second, pursuant to Significance Guideline Nos. 4 and 5:

- Pine Street/Main Street would operate at LOS F in the AM and PM peak periods (**Significant Impact No. 2.1.4c**)
- Main Street/Montecito Road would operate at LOS E in the AM and PM peak periods (**Significant Impact No. 2.1.4d**)
- SR 67/Highland Valley Road/Dye Road would operate at LOS F in the AM and PM peak period (**Significant Impact No. 2.1.4e**)

Similarly, significant impacts from Project-related traffic would occur at three unsignalized intersections that would operate at LOS F during peak periods and would generate five or more peak period trips to a critical movement, pursuant to Significance Guideline Nos. 6 through 9:

- Ash Street/Pine Street would operate at LOS F in the AM and PM peak periods (**Significant Impact No. 2.1.4f**)
- Pine Street/Olive Street would operate at LOS F in the AM and PM peak periods (**Significant Impact No. 2.1.4g**)
- SR 67/Archie Moore Road would operate at LOS F in the AM and PM peak periods (**Significant Impact No. 2.1.4h**)

Impacts to the other analyzed intersection (Montecito Way/Montecito Road) would be **less than significant**.

Impacts to all analyzed intersections would be **less than significant** with regard to an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance, and/or other factors, pursuant to Significance Guideline No. 10.

Year 2030 Traffic Conditions Impacts

Background

As previously discussed, a Series 10 Select Zone Travel forecast was prepared for the Proposed Project. The AM and PM peak period volumes are generally based on volumes derived from the Series 10 2030 Traffic Model. In some cases, where modeling did not represent reasonable volumes for analysis (i.e., the volumes may be lower than existing), the volumes were manually adjusted in consultation with County staff to more realistically represent likely Year 2030 conditions or to better match available peak intersection capacity. To determine Year 2030 Without Project daily and peak period volumes, Project traffic was removed from total buildout (i.e., Year 2030) traffic.

Year 2030 Without Project Street Segment Level of Service

Year 2030 Without Project ADT volumes for street segments within the Project study area are shown on Figure 2.1-13. Table 2.1-7 presents the Year 2030 Without Project street segment LOS if roadways are built to the functional classifications shown in the table. Pine Street/10th Street between Haverford Road and H Street and Main Street between 7th Street and Poway Road would operate at LOS E or F.

Year 2030 Plus Project Street Segment Level of Service Before Project Mitigation (Significance Guideline Nos. 1 through 3)

Figure 2.1-14 depicts the daily volumes and Table 2.1-7 shows a comparison of street segment operations under the Year 2030 Without Project conditions and the Year 2030 Plus Project conditions. The LOS of street segments under the Year 2030 Plus Project conditions would generally remain the same (when compared to the Year 2030 Without Project conditions). Pine Street/10th Street between Haverford Road and H Street and Main Street between 7th Street and Poway Road would operate at LOS E or F with an increase in V/C of greater than 0.02 and/or an increase on ADT of greater than 200, resulting in a significant impact, pursuant to Significance Guideline Nos. 1 and 3. (Significant Impact Nos. 2.1.4i and 2.1.4j, respectively)

In addition, Montecito Ranch Road, a proposed on-site Circulation Element Road, between the western Project access point to Montecito Way would operate at LOS D during Year 2030 Plus Project conditions when using a straight volume-to-capacity assessment, which is above the significance threshold of LOS C. Public Facilities Element Transportation Policy 1.1 of the County General Plan states that peak hour roadway segment analysis provides a more realistic assessment of how a roadway actually would operate because such an analysis captures the highest use rate within a 24-hour period. (Peak hour analysis provides a snap shot analysis of the busiest hour and provides the most detail.) Using HCM 2000 procedures, a peak hour evaluation was completed. Based on the peak hour analysis, this segment would operate at LOS C. Therefore, pursuant to Significance Guideline No. 1, no significant impact would occur to this on-site Circulation Element roadway.

The addition of traffic generated by the Proposed Project to Year 2030 conditions would not cause any of the analyzed street segments to exceed their design capacities, pursuant to Significance Guideline No. 2; The segments are already over capacity or would not exceed capacity with the addition of Project-generated traffic (refer to Table 2.1-7). ~~Therefore, impacts would be less than significant.~~

Year 2030 Without Project Intersection Level of Service

Figure 2.1-15 shows the traffic volumes for the analyzed intersections during the AM and PM peak periods under the Year ~~2010-2030~~ 2030 Without Project conditions. Table 2.1-8 shows the Year 2030 Without Project intersection delay and LOS. ~~Under this scenario, the TIA assumes the construction of the proposed Montecito Way extension, regardless of whether the Proposed Project is built. Under~~ Year 2030 Without Project conditions, six intersections would operate at LOS E or F during the AM and/or PM peak periods:

- Ash Street/Pine Street would operate at LOS F in both the AM and PM peak periods
- Pine Street/Olive Street would operate at LOS F in both the AM and PM peak periods
- Pine Street/Main Street would operate at LOS F in both the AM and PM peak periods
- Main Street/Montecito Road would operate at LOS E in the PM peak period
- SR 67/Highland Valley Road/Dye Road would operate at LOS F in the AM peak period
- SR 67/Archie Moore Road would operate at LOS F in both the AM and PM peak periods

All other peak periods and the other intersection (Montecito Road/Montecito Way) would operate at LOS D or better.

Year 2030 Plus Project Intersection Level of Service Before Project Mitigation (Significance Guideline Nos. 4 through 10)

Figure 2.1-16 shows the traffic volumes for the analyzed intersections during the AM and PM peak periods under the Year ~~2010~~ 2030 Plus Project conditions. Table 2.1-8 presents the LOS projected to occur at study area intersections during the AM and PM peak periods and changes in delay under the Year 2030 Without Project conditions and Year 2030 Plus Project conditions. Under the Year 2030 Plus Project conditions, significant impacts from Project-related traffic would occur at three signalized intersections that would operate at LOS F during peak period(s) and would have a change in delay of greater than 1.0 second, pursuant to Significance Guideline Nos. 4 and 5:

- Pine Street/Main Street would operate at LOS F in the AM and PM peak periods (**Significant Impact No. 2.1.4k**)
- Main Street/Montecito Road would operate at LOS E in the AM peak period and LOS F in the PM peak period (**Significant Impact No. 2.1.4l**)
- SR 67/Highland Valley Road/Dye Road would operate at LOS F in the AM peak period (**Significant Impact No. 2.1.4m**)

Similarly, significant impacts from Project-related traffic would occur at three unsignalized intersections that would operate at LOS F during peak period(s) and would generate five or more peak period trips to a critical movement, pursuant to Significance Guideline Nos. 6 through 9:

- Ash Street/Pine Street would operate at LOS F in both the AM and PM peak periods (**Significant Impact No. 2.1.4n**)
- Pine Street/Olive Street would operate at LOS F in both the AM and PM peak periods (**Significant Impact No. 2.1.4o**)
- SR 67/Archie Moore Road would operate at LOS F in both the AM and PM peak periods (**Significant Impact No. 2.1.4p**)

Subsequent to completion of the Project TIA and immediately preceding public review, traffic review in the community of Ramona indicated that cumulative impacts could occur at additional intersections (SR 78/Magnolia Avenue and Main Street/14th Street). It is possible that the Proposed Project would not generate a cumulatively considerable contribution to this region impact. Nonetheless, taking a conservative view, it is assumed that the Project's contribution to the cumulative condition would be significant. (**Significant Impact Nos. 2.1.4q and 2.1.4r, respectively**)

Impacts to the other analyzed intersection (Montecito Way/Montecito Road) would be **less than significant**.

Impacts to all analyzed intersections would be **less than significant** with regard to an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance, and/or other factors, pursuant to Significance Guideline No. 10.

~~2.1.5 Effects Found Not to be Significant (Roadway Design Hazards and Pedestrian/Equestrian/Bicyclist Safety)~~

On-site Roadway Improvements

~~All roadway designs would meet County safety standards. Montecito Ranch Road would be designated as a two-lane special classification roadway (equivalent to a City of San Diego collector road with an added turn lane), which would be added to the County Circulation Element and constructed as part of the Proposed Project. The road would be a two-lane roadway within a 118-foot-wide right-of-way from Ash Street at the eastern site boundary to proposed lot 392 within Unit 2. In addition to the vehicle travel lanes, the right-of-way would include an 18-foot-wide, landscaped thematic street scene with a 5-foot-wide decomposed granite trail on the south side of the road (Figure 1-18). The 118-foot-wide right-of-way would consist of two 20-foot-wide lanes (each containing one 14-foot-wide vehicle lane and one bicycle lane traveling in each direction), separated by a 20-foot-wide landscaped median. A 40-foot-wide landscaped parkway encompassing an 8-foot-wide multi-purpose trail is proposed for the north side of the road (Figure 1-18). From lot 392 southwesterly to Montecito Way at the southern property boundary, Montecito Ranch Road would be constructed within an 80-foot-wide right-of-way, to include the following: an 18-foot-wide thematic street scene with a 5-foot-wide decomposed granite trail; two 20-foot-wide vehicle lanes with one lane traveling in each direction; a 6-foot-wide bike lane on either side of the roadway; and a 22-foot-wide landscaped parkway encompassing an 8-foot-wide multi-purpose trail (Figure 1-18). The Project would include the following design exceptions along Montecito Ranch Road: (1) detached meandering trails, substituting for contiguous sidewalks; (2) right-of-way increase from 60 to 118 feet from Alice Street to 0.9 mile east of Alice Street; (3) right-of-way increase from 60 to 80 feet from 0.9 mile east of Alice Street to Montecito Way; and (4) physical street improvements would not be centered within the right-of-way. None of these proposed design exceptions would affect road design with regard to meeting County safety standards.~~

~~The proposed internal loop roads and cul-de-sac streets would provide efficient on-site circulation and logical connections to both Montecito Ranch Road and the existing pedestrian system consisting of a five-foot-wide decomposed granite trail on one side of the roadway (Figure 1-19). Each loop road would be composed of a 60-foot-wide right-of-way, with a pavement width of 40 feet (to include two lanes, one 20-foot-wide lane traveling in each direction), the 5-foot-wide decomposed granite trail on one side of the road, and landscaping on both sides of the road (Figure 1-19). Each cul-de-sac street would have a 56-foot-wide right-of-way, with a pavement width of 36 feet (to include two lanes [one 18-foot-wide lane traveling in each direction]), a 5-foot-wide decomposed granite trail on one side of the street and landscaping on both sides of the street (Figure 1-19).~~

~~Local and neighborhood streets within the Proposed Project would be constructed as private roadways per County standard rights-of-way and specifications, with the exception that road improvements would not be centered with the right-of-way. All internal streets would be constructed with streetlights and standard curbs and gutters and are designed to accommodate anticipated long-term traffic volumes. On-street parking would be permitted along both sides of all proposed private residential roads within the SPA. Parking would not be permitted along Montecito Ranch Road.~~

Off-site Roadway Improvements

~~All roadway and intersection designs would meet County safety standards, including the provision of adequate sight distances at intersections. Off-site improvements to several area intersections and~~

street segments are proposed to accommodate Project traffic and reduce traffic congestion in the Ramona area. Off-site street segment improvements are proposed on Ash Street, Montecito Way, and Montecito Road. Improvements generally would be implemented consistent with the planned roadway classifications and County design standards for those classifications, except where otherwise noted. Improvements along Ash Street would include increasing the paved width to a uniform 40 feet within the existing 60-foot-wide right-of-way, with two 14-foot-wide travel lanes (one lane traveling in each direction) and a 6-foot-wide bicycle lane on each side of the road (Figures 1-20, 1-21a, and 1-21b). The pavement edges would be finished with curbs and gutters and an eight-foot-wide multi-purpose trail would be located along the northern side of the road within the remaining right-of-way. Design exceptions for this roadway segment include: (1) reduced design speed from 40 to 35 mph; (2) removal of parking to provide bike lanes; and (3) removal of sidewalks and replacement with a multi-purpose trail along the north side of the road (Stevens Cresto 2007).

Improvements to Montecito Way would be almost identical to those described for Ash Street, except for small differences in the current right-of-way width along Montecito Way from Sonora Way to just north of El Paso Street (see Figures 1-22, 1-23a, and 1-23b). Design exceptions for this roadway include: (1) removal of parking to provide bike lanes and (2) removal of sidewalks and replacement with a multi-purpose trail along the west side of the road.

Montecito Road between Montecito Way and Main Street would be paved to a uniform width of 40 feet within a 60-foot-wide right-of-way consisting of two 14-foot-wide travel lanes (one lane traveling in each direction). A six-foot-wide bike lane would be provided on each side of the road (Figures 1-24 and 1-25a through 1-25c). The edge of the pavement would be finished with curbs and gutters and an 8-foot-wide native soil multi-purpose trail would be located within a 10-foot-wide portion of the right-of-way along the north side of the road. Parking would be prohibited along this roadway segment.

Off-site intersection improvements would consist of such measures as widening, restriping, and signalization (once the County and/or Caltrans determine that signal warrants are met).

The proposed on- and off-site roadways and roadway improvements would accommodate Project traffic and conform to private and public road standards where design exceptions are not being pursued. Design exceptions would be required for Montecito Ranch Road, on-site local and neighborhood streets, Ash Street, Montecito Way, and Montecito Road. The anticipated exceptions are detailed below.

Along Montecito Ranch Road the Project would include the following design exceptions: (1) detached sidewalk and meandering trail, substituting for contiguous sidewalks on both sides of the roadway; (2) right-of-way increase from 60 to 118 feet from Alice Street to 0.9 mile east of Alice Street; (3) right-of-way increase from 60 to 80 feet from 0.9 mile east of Alice Street to Montecito Way; and (4) physical street improvements would not be centered within the right-of-way. Construction of a trail instead of a sidewalk would be consistent with County trail system requirements, which include soft-surfaced pathways wider than five feet. Inclusion of the trail would extend the trail system, as well as create an aesthetic condition consistent with the rural character of the area. Removal of the hardscape sidewalks also would contribute to this rural character.

Local and neighborhood streets within the Project would be constructed as private roadways per County standard rights-of-way and specifications, with the exception that road improvements would not be centered within the right-of-way. The offset of the roadway would provide for trail

~~improvements along one side, which would create an aesthetic condition consistent with the rural character of the area.~~

~~The Project Applicant has obtained a design speed exception for Ash Street to allow a posted speed limit of 35 mph, instead of the typical 40 mph design speed for this classification (Stevens Cresto 2007). (To achieve a 40 mph design speed, raising or lowering various segments of the existing street would have had to occur, resulting in unacceptable impacts on adjacent existing facilities and development, due to the extensive cut and fill slopes impacting existing structures.) Other design exceptions for this roadway segment include removal of parking to provide bike lanes, and removal of sidewalks and replacement with a multi-purpose trail along the north side of the road (Stevens Cresto 2007). As stated above, elimination of sidewalks to provide a trail would be consistent with County trail system requirements. Inclusion of the trail would extend the trail system, as well as create an aesthetic condition consistent with the rural character of the area.~~

~~Design exceptions for Montecito Way and Montecito Road include: (1) removal of parking to provide bike lanes and (2) removal of sidewalks and replacement with a multi-purpose trail along the road (Stevens Cresto 2007). Reasoning for parking prohibition and replacement of sidewalks with a trail would be the same as the reasons stated under the Ash Street design exceptions, above.~~

~~The Project roadways and improvements, including the noted design exceptions, would not result in unsafe conditions or failure to meet County safety standards. The design speed exception for Ash Street would be to decrease the posted speed limit from 40 to 35 mph. This decrease in vehicle speed would result in safer conditions. Accordingly, impacts due to design features would be less than significant, pursuant to Significance Guideline Nos. 11 through 14.~~

Impacts to Pedestrian/Equestrian/Bicyclist Safety

~~Bicycle lanes and trails would be provided along Ash Street, Montecito Ranch Road, Montecito Way, Montecito Road and private residential roads, which would separate pedestrians and equestrians from vehicular traffic and increase pedestrian and equestrian safety along these roadways. Bike lanes, separate from the vehicular traffic lanes, would be provided along Ash Street, Montecito Ranch Road, Montecito Way, and Montecito Road, which would increase the safety of bicyclists along these roadways. No new barriers to pedestrians/equestrians or bicyclists would be created, with the exception of railing within the bridges designed to separate pedestrians and equestrians from vehicular traffic. Because of these provisions, impacts to pedestrian, equestrian and bicyclist safety would be less than significant, pursuant to Significance Guideline Nos. 15 through 21.~~

Analysis of Effects Associated With SA 330 Extension

~~This analysis is applicable only to the projected extension of SA 330 from Montecito Road to SR 67. As noted above, buildout of this roadway is not part of the Proposed Project, but would be implemented by another entity in the future.~~

~~The following analysis assumes implementation of the proposed Montecito Ranch Project, with all proposed improvements to Ash Street and Montecito Way north of Montecito Road, and construction of Montecito Ranch Road, in addition to the buildout of SA 330 south of Montecito Road. Under these conditions, significant impacts could occur in 2010 and 2030 along Pine Street/10th Street between Haverford Road and H Street and Main Street between 3rd Street and Poway Road, and the intersections of Ash Street/Pine Street, Pine Street/Main Street, Main Street/relocated SA 330, SR~~

~~67/Highland Valley Road/Dye Road, and SR 67/Archie Moore Road. The reader is referred to Section 5.8.6, Extension of SA 330 Design Scenario Alternative, for additional analysis and a potential mitigation measure for impacts associated with the construction of the SA 330 extension (both construction and mitigation to be implemented by others).~~

2.1.65 Mitigation Measures Proposed to Minimize the Significant Effects

To address Project-related and cumulative traffic demands, the Project proposes (as part of Project design) to construct Montecito Ranch Road, which would connect Ash Street to Montecito Way. In addition, as previously stated, it was assumed that off-site roadway improvements would include establishing a uniform pavement width of 40 feet curb-to-curb within a 60-foot-wide right-of-way for Ash Street, Montecito Way, and Montecito Road as part of Project design. Where the Project provides roadway improvements that also benefit other future (cumulative) projects, a reimbursement agreement and/or credit toward the Project's fair share of other transportation improvements to mitigate cumulative impacts would be defined working with County staff and implemented through the County's adopted Transportation Impact Fee (TIF) program. Identified fair share contributions of the Proposed Project toward transportation improvements to mitigate cumulative impacts would be accomplished through payments into the TIF program or credit against TIF fees based on the cost of improvements constructed by the Project, beyond the Project's fair share of such improvements.

The County's TIF program provides a mechanism for mitigating the impacts created by future growth within the unincorporated area. The TIF is a fee offered to developers to facilitate compliance with the CEQA mandate that development projects mitigate their indirect, cumulative traffic impacts. The program assesses the fee on all new development that results in new/added traffic. The primary purpose of the TIF is twofold: (1) to fund the construction of identified roadway facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County and (2) to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts.

TIF fees are collected into 23 local Community Planning Area accounts, three regional accounts, and three regional freeway ramp accounts. TIF funds are only used to pay for improvements to roadway facilities identified for inclusion in the TIF program, which include both County roads and Caltrans highway facilities. TIF funds collected for a specific local or regional area must be spent in the same area. For example, TIF fees collected in the East TIF Region account may only be used for improvements to TIF facilities in the East Region. By ensuring TIF funds are spent for the specific roadway improvements identified in the TIF program, the CEQA mitigation requirement is satisfied and the Mitigation Fee Act nexus is met.

The County TIF program enables projects to complete CEQA compliance and move forward by paying a fair share of the cost of improving roads in the future as the levels of service become unacceptable due to increased traffic volume caused by the cumulative impacts of various developments. The County's TIF program goes into great detail in identifying anticipated development, the roads affected, roadway costs, and the existing and projected levels of service on those roads. As sufficient funds become available, the County will implement the improvements that it has committed to.

In general, contribution to the TIF program will mitigate a project's cumulative impacts within the unincorporated area. However, there will be some development projects that do not conform to the County's existing or proposed land use plan (GPAs and SPAs) which would result in increases in

density or intensity where the adopted TIF projections did not analyze their cumulative impacts and which would prevent the County's planned Circulation Element road system from operating at its planned LOS at buildout. If approved, GPA, Specific Plan, and SPA projects resulting in increased densities need to fully mitigate their direct and cumulative impacts. The direct impact mitigation required for the non-conforming projects are expected to address cumulative roadway deficiencies not envisioned as part of the TIF program and/or the County's planned Circulation Element roadway system.

Table 2.1-9 and Figures 2.1-17 and 2.1-18 provide a summary of the mitigation and provide information about when Project mitigation would be required and who would be responsible.

Preliminary traffic signal warrant analyses were completed for each intersection that could potentially be signalized, including Pine Street/Ash Street, Pine Street/Olive Street, Montecito Way/Montecito Road, and SR 67/Archie Moore Road. These analyses are provided in Appendix M of the TIA (EIR Appendix B). Preliminary traffic warrants were met at all analyzed intersections, except for Montecito Way/Montecito Road. Signalizations would occur once the County and Caltrans determine that warrants are met.

In addition, the following measures are required to mitigate Project-related traffic impacts to below a level of significance:

Mitigation for Significant Impact Nos. 2.1.3c, 2.1.4c and 2.1.4k

The following measure is required to mitigate the Project-related direct and cumulative impacts to the intersection of Pine Street/Main Street:

- The Project Applicant shall restripe the northern leg of the intersection of Pine Street/Main Street to provide a southbound to westbound right-turn/through lane or an eastbound left-turn lane onto Main Street prior to issuance of an occupancy permit on site of the 281st house and to the satisfaction of the Director of DPW. The Project Applicant also shall make a payment into the TIF program prior to the issuance of the first occupancy permit.

Mitigation for Significant Impact Nos. 2.1.3d, 2.1.4d, and 2.1.4l

The following measure is required to mitigate the Project-related direct and cumulative impacts to the intersection of Main Street/Montecito Road:

- The Project Applicant shall acquire right-of-way and widen and restripe the northern leg of the intersection of Main Street/Montecito Road to provide a westbound right-turn lane onto Main Street, as well as signal modification, prior to issuance of the first an occupancy permit on site and to the satisfaction of the Director of DPW.

Mitigation for Significant Impact No. 2.1.3e

The following measure is required to mitigate Project-related direct impacts to the intersection of ~~Main Street~~ SR 67/Highland Valley Road/Dye Road:

- The Project Applicant shall widen the intersection of SR 67/Highland Valley Road/Dye Road to provide dual northbound to westbound left-turn lanes prior to the issuance of an occupancy permit of the 281st house on site and to the satisfaction of the Director of DPW.

Mitigation for Significant Impact Nos. 2.1.3f, 2.1.4f, and 2.1.4n

The following measure is required to mitigate Project-related direct and cumulative impacts to the intersection of Ash Street/Pine Street:

- The Project Applicant shall install a traffic signal at the intersection of Ash Street/Pine Street (once the County and Caltrans determine that warrants are met), and widen and restripe the intersection to provide an eastbound to southbound right-turn lane onto Pine Street and a southbound to westbound right-turn lane onto Ash Street prior to issuance of the first occupancy permit on site and to the satisfaction of the Director of DPW.

Mitigation for Significant Impact Nos. 2.1.3g, 2.1.4g, and 2.1.4o

The following measure is required to mitigate Project-related direct and cumulative impacts to the intersection of Pine Street/Olive Street:

- The Project Applicant shall evaluate and potentially upgrade the existing intersection and signal ~~make a fair share contribution to the County to be allocated toward the installation of a traffic signal at the intersection of Pine Street/Olive Street prior to issuance of the first~~ occupancy permit on site and to the satisfaction of the Director of DPW. ~~If the traffic signal is not installed by another entity prior to issuance of the first occupancy permit, the Project Applicant shall install a traffic signal.~~

Mitigation for Significant Impact Nos. 2.1.3h, 2.1.4h, and 2.1.4p

The following measures are required to mitigate Project-related direct and cumulative impacts to the intersection of SR 67/Archie Moore Road:

- The Project Applicant shall install a three-way traffic signal (once the County and Caltrans determine that warrants are met) at the intersection of SR 67/Archie Moore Road prior to issuance of a permit for the occupancy of the homes 281st through 417th house on site and to the satisfaction of the Director of DPW.
- The Applicant shall make a contribution into the TIF to mitigate cumulative impacts.

Mitigation for Significant Impact Nos. 2.1.4a and 2.1.4i

The following measure is required to mitigate Project-related cumulative impacts to Pine Street/10th Street from Haverford Road to H Street:

- The Project Applicant shall make a contribution via payment into the TIF program prior to issuance of an occupancy permit on site.

Mitigation for Significant Impact Nos. 2.1.4b and 2.1.4j

The following measure is required to mitigate Project-related cumulative impacts to Main Street (SR 67) from 7th Street to Poway Road:

- The Project Applicant shall make a contribution via payment into the TIF program prior to issuance of an occupancy permit on site.

Mitigation for Significant Impact Nos. 2.1.4e and 2.1.4m

The following measure is required to mitigate Project-related cumulative impacts to the intersection of SR 67/Highland Valley Road/Dye Road:

- The Project Applicant shall make a ~~fair-share~~ contribution ~~via payment~~ into the TIF program prior to ~~the issuance of a permit for occupancy of the homes 281st through 417th house on site.~~

Mitigation for Significant Impact No. 2.1.4q

The following measure is required to mitigate Project-related cumulative impacts to the intersection of SR 78/Magnolia Avenue:

- The Project Applicant shall make a ~~fair-share~~ contribution ~~via payment toward another project according to Board Policy J-25 or payment~~ into the TIF program prior to ~~issuance of a permit for occupancy of the homes 281st through 417th house on site.~~ Required mitigation at this location includes the addition of one lane north of SR 78 for a distance of approximately 175 feet, plus a 90-foot transition.

Mitigation for Significant Impact No. 2.1.4r

The following measure is required to mitigate Project-related cumulative impacts to the intersection of Main Street/14th Street:

- The Project Applicant shall make a ~~fair-share~~ contribution ~~via payment toward another project according to Board Policy J-25 or payment~~ into the TIF program prior to ~~issuance of a permit for occupancy of the homes 281st through 417th house on site.~~ Required mitigation at this location may include a new northbound to eastbound right-turn lane, a minor signal modification, and curb returns at all corners.

These mitigation measures would reduce direct and cumulative impacts to intersections, as well as cumulative impacts to roadway segments, to below a level of significance. Significant ~~direct and cumulative~~ impacts to roadway segments (Significant Impact Nos. 2.1.3a, ~~2.1.4a, and 2.1.4i~~ [Pine Street/~~10th Street~~ from ~~Haverford Road~~ Ash Street to ~~H~~ Main Street] and Significant Impact Nos. 2.1.3b, ~~2.1.4b, and 2.1.4j~~ [Main Street from ~~7th Hunter Street~~ to Poway Road]) would be partially mitigated by implementation of required intersection mitigation measures. Specifically, the Project would improve the intersections of Main Street/Pine Street, Pine Street/Ash Street, Main Street/Montecito Road, Main Street/Highland Valley Road/Dye Road and Main Street/Archie Moore Road. With these improvements, these intersections would operate at acceptable levels of service in accordance with County standards; i.e., all significant impacts to intersections would be mitigated to below a level of significance. In addition, by alleviating congestion at intersections (common “choke points”), the Project also would improve traffic flow along the impacted segments of SR 67 and SR 78. Even with conditions eased at the improved intersections, however, direct impacts to these roadway segments would remain significant and unmitigated. Mitigation would be financially infeasible for the following reasons. To fully alleviate the impacts to these two roadways, Pine Street (SR 78)/~~10th Street~~ would need to be widened to four lanes for a length of 2.0 miles and Main Street (SR 67) would need to be widened to four lanes for a length of 9.5 miles. These improvements would require extensive conversion of existing land uses beyond the purview/ability of a private project and require regional highway improvements of a magnitude and scope disproportionate to the Applicant’s development

project. Existing land uses that may be affected could include historic structures and/or landscaping associated with downtown Ramona, pedestrian-friendly commercial areas with downtown Ramona, and potential vernal pools to the west of downtown Ramona. The Project would not be able to financially support improvements of this magnitude; widening of smaller segments of the roadways would not alleviate the current “bottleneck” situation within these road segments because without widening the entire lengths of the segments currently operating at unacceptable levels, a “bottleneck” situation would persist. The resolution of the existing and projected inadequate service capacities along both of these regional arterials, which are designated state highways under Caltrans jurisdiction, must occur on a regional level. It should be noted that widening of Main Street (SR 67) from Highland Valley Road/Dye Road to Maplevue Street in Lakeside (a total of 15.3 miles) from two to four lanes is included in the RTIP as an Caltrans project engineering study. Despite the Proposed Project intersection mitigation, direct impacts to roadway segments would remain significant and unmitigated. A Statement of Overriding Considerations is being adopted to address significant and unmitigated direct impacts to Pine Street from Ash Street to Main Street and Main Street from Hunter Street to Poway Road.

2.1.76 Conclusion

Significant Project-related transportation/circulation impacts to street segments and intersections would occur under Existing Plus Project, Year 2010, and Year 2030 traffic conditions.

The Proposed Project would have a direct significant impact on two road segments, three signalized intersections, and three unsignalized intersections, as follows.

Road Segments

- Pine Street between Ash Street and Main Street
- Main Street between Hunter Street and Poway Road

Signalized Intersections

- Pine Street/Main Street
- Main Street/Montecito Road
- Main Street/Highland Valley Road/Dye Road

Unsignalized Intersections

- Ash Street/Pine Street
- Pine Street/Olive Street
- SR 67/Archie Moore Road

The Proposed Project also was analyzed for potentially significant cumulative impacts to the traffic circulation system. The traffic analysis concluded that there would be significant cumulative impacts to two road segments, three signalized intersections, and three unsignalized road intersections.

Road Segments

- Pine Street/10th Street between Haverford Road and H Street
- Main Street between 7th Street and Poway Road

Signalized Intersections

- Pine Street/Main Street
- Main Street/Montecito Road
- SR 67/Highland Valley Road/Dye Road

Unsignalized Intersections

- Ash Street/Pine Street
- Pine Street/Olive Street
- SR 67/Archie Moore Road

The Project, as part of Project design, would widen Ash Street, construct Montecito Ranch Road between Ash Street at the eastern SPA boundary and Montecito Way at the southern boundary, and widen Montecito Way and Montecito Road. The result would be the completion of a segment of SA 330 (Montecito Ranch Road) as a continuous two-lane roadway connecting SR 78 with SR 67, creating a “loop road” system that would help minimize project traffic impacts to the Ramona Town Center. The above-described mitigation for direct and cumulative significant impacts to intersections (see Table 2.1-9); would reduce the Project’s impacts to all intersections (Significant Impact Nos. 2.1.3c through 2.1.3h, 2.1.4c through 2.1.4h, and 2.1.4k through 2.1.4p) to below a level of significance, as shown on Table 2.1-10. The cumulatively considerable contribution to impacts to SR 78/Magnolia Avenue and Main Street/14th Street, which has been conservatively assessed, would be mitigated through payment into the TIF and/or pro rata share. As noted above, the purpose of the TIF is twofold: (1) to fund the construction of identified roadway facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County; and (2) to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts. TIF funds are only used to pay for improvements to roadway facilities identified for inclusion in the TIF program. TIF funds collected in the Ramona area must be spent in the same area. Each of the proposed improvements are addressed within the TIF. By ensuring TIF funds are spent for the specific roadway improvements identified in the TIF program, the CEQA mitigation requirement is satisfied and the Mitigation Fee Act nexus is met.

These mitigation measures would be effective, because all intersections would operate at LOS D or better following mitigation implementation. LOS D or better is considered acceptable for off-site intersections, because traffic at signalized intersections would have a delay between 35 to 55 seconds per vehicle and at unsignalized intersections would have a delay between 25 and 35 seconds per vehicle. Although noticeable to the average driver per the County’s Guidelines for Determining Significance – Transportation and Traffic, these relatively brief delays do not lead to unacceptable conditions for most drivers.

Significant ~~direct and cumulative~~ impacts to roadway segments (Significant Impact Nos. 2.1.3a, ~~and 2.1.3b, 2.1.4a, 2.1.4b, 2.1.4i, and 2.1.4j~~) would be partially mitigated by implementation of required intersection mitigation measures; however, direct impacts to roadway segments would remain significant and unmitigated. This would include the segments of Pine Street/10th Street from Haverford Road to Ash Street to H Main Street and Main Street from 7th Street to Hunter Street to Poway Road. There is no feasible mitigation that could be implemented to reduce impacts below a level of significance. A Statement of Overriding Considerations would be required for Project traffic impacts.

Significant cumulative impacts to roadway segments (Significant Impact Nos. 2.1.4a, 2.1.4b, 2.1.4i, and 2.1.4j) would be fully mitigated by payment into the TIF program. This would include the segments of Pine Street/10th Street from Haverford Road to H Street and Main Street from 7th Street to Poway Road. Payment into the TIF program by the Project Applicant will satisfy mitigation requirements because the County's TIF program provides a mechanism for mitigating the impacts created by future growth within the unincorporated area. The County's TIF program goes into great detail in identifying anticipated development, the roads affected, roadway costs, and the existing and projected levels of service on those roads. As sufficient funds become available, the County will implement the improvements that it has committed to. By ensuring TIF funds are spent for the specific roadway improvements identified in the TIF program, the CEQA mitigation requirement is satisfied and the Mitigation Fee Act nexus is met.

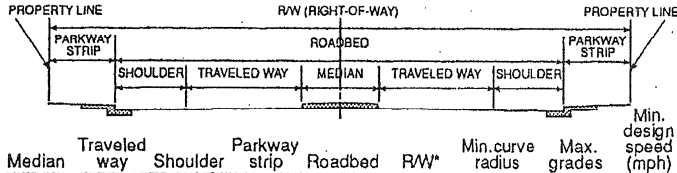
Table 2.1-1
COMPARISON OF STREET SEGMENT OPERATIONS –
EXISTING CONDITIONS AND EXISTING PLUS PROJECT CONDITIONS
(NO MITIGATION)

Street Segment	Existing Conditions					Existing + Project Conditions					Δ Volume	Δ V/C	Significant?
	Class.	Roadway Capacity	ADT	V/C	LOS	Class.	Roadway Capacity	ADT	V/C	LOS			
Pine Street (SR 78)/10 th Street													
Haverford Road to Ash Street	RLC	16,200	9,700	0.60	D	RLC	16,200	9,994	0.62	D	294	0.02	N
Ash Street to Olive Street	RLC	16,200	10,200	0.63	D	RLC	16,200	12,024	0.74	E	1,824	0.11	Y
Olive Street to Main Street	RLC	16,200	10,700	0.66	D	RLC	16,200	12,054	0.74	E	1,354	0.08	Y
Main Street to H Street	RLC	16,200	7,000	0.43	C	RLC	16,200	7,647	0.47	D	647	0.03	N
Main Street (SR 67)													
7 th Street to Pine Street	M	37,000	23,300	0.63	B	M	37,000	23,594	0.64	B	294	0.01	N
Pine Street to Montecito Road	M	37,000	29,500	0.80	C	M	37,000	30,206	0.82	D	706	0.02	N
Montecito Road to Hunter Street	M	37,000	27,300	0.74	C	M	37,000	29,006	0.78	C	1,706	0.04	N
Hunter Street to future Boundary Road	RLC	16,200	27,000	1.67	F	RLC	16,200	28,471	1.76	F	1,471	0.09	Y
Future Boundary Road to Highland Valley Road/Dye Road	RLC	16,200	27,000	1.67	F	RLC	16,200	28,471	1.76	F	1,471	0.09	Y
Highland Valley Road/Dye Road to Archie Moore Road	RLC	16,200	24,000	1.48	F	RLC	16,200	25,059	1.55	F	1,059	0.07	Y
Archie Moore Road to Poway Road	RLC	16,200	25,000	1.54	F	RLC	16,200	25,883	1.60	F	883	0.06	Y
Montecito Way													
Montecito Ranch Road to Montecito Road	RC	16,200	600	0.04	A	RLC	16,200	3,131	0.19	B	2,531	0.15	N
Montecito Ranch Road													
Western Project access point to Montecito Way	DNE	--	--	--	--	RLC	16,200	3,131	0.19	B	3,131	0.19	N
Between main Project access points	DNE	--	--	--	--	Special	15,000	2,060	0.14	B	2,060	0.14	N
Ash Street													
Eastern Project access point to Pine Street	RLC	16,200	500	0.03	A	RLC	16,200	2,795	0.17	B	2,295	0.14	N
Pine Street to Elm Street	RLC	16,200	500	0.03	A	RLC	16,200	676	0.04	A	176	0.01	N
Montecito Road													
Montecito Way to Davis Street	RC	16,200	3,500	0.22	B	RLC	16,200	5,560	0.34	C	2,060	0.11	N
Davis Street to Main Street	RC	16,200	6,000	0.37	C	RLC	16,200	7,942	0.49	D	1,942	0.12	N

Source: USAI 2008

Class. = roadway classification; RC = Rural Collector; RLC = Rural Light Collector; M = Major; Special = Two-lane divided, equivalent to City of San Diego collector with turn lane ; Δ Volume = change in volume; Δ V/C = change in volume-to-capacity ratio; DNE = does not exist; Y = yes; N = no

Table 2.1-2
SUMMARY OF COUNTY OF SAN DIEGO PUBLIC ROAD STANDARDS

CLASS	CIRCULATION ELEMENT ROAD CROSS-SECTIONS										AVERAGE DAILY VEHICLE TRIPS (ADT)				
											LEVEL OF SERVICE (LOS)				
	Median	Traveled way	Shoulder	Parkway strip	Roadbed	RW*	Min. curve radius	Max. grades	Min. design speed (mph)		A Free flow	B Steady flow	C Stable flow	D Approach unstable	E Unstable flow
EXPRESSWAY Divided highway with only selected public road access with full grade separations	34'	36'	10'	10'	126'	146'	1200'	6%	55		<36,000	<54,000	<70,000	<86,000	<108,000
PRIME ARTERIAL Divided highway, signalized intersections, access control, or extra lanes as required	14'	36'	8'	10'	102'	122'	1200'	6%	55		<22,200	<37,000	<44,600	<50,000	<57,000
MAJOR ROAD 4-lane divided road, access & parking controlled as necessary	14'	24'	8'	10'	78'	98'	1200'	7%	55		<14,800	<24,700	<29,600	<33,400	<37,000
COLLECTOR 4-lane undivided road	—	24'	8'	10'	64'	84'	700'	7%	45		<13,700	<22,800	<27,400	<30,800	<34,200
LIGHT COLLECTOR 2-lane undivided road	—	12'	8'	10'	40'	60'	700'	9%	45		<1,900	<4,100	<7,100	<10,900	<16,200
RURAL COLLECTOR 2-lane undivided road, extra R/W allows greater flexibility & upgrade	—	12'	8'	22'	40'	84'	500'	12%	40		<1,900	<4,100	<7,100	<10,900	<16,200
RURAL LIGHT COLLECTOR 2-lane undivided road, decreased "curve radii" standards	—	12'	8'	10'	40'	60'	500'	12%	40		<1,900	<4,100	<7,100	<10,900	<16,200
RURAL MOUNTAIN 2-lane undivided road appropriate only in rural mountain areas	—	12'	8'	30'	40'	100'	500'	12%	40		<1,900	<4,100	<7,100	<10,900	<16,200
RECREATIONAL PARKWAY Recreational routes for travel pleasure purposes	—	12'	8'	30'	40'	100'	400'	12%	25		<1,900	<4,100	<7,100	<10,900	<16,200
NON-CIRCULATION ROADS															
RESIDENTIAL COLLECTOR	—	12'	8'	10'	40'	60'	300'	12%	30	Levels of service are not applied to non-circulation roads since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. Not all non-circulation road classifications are shown.	<4,500				
RESIDENTIAL STREET	—	12'	6'	10'	36'	56'	200'	15%	30		<1,500				
RESIDENTIAL LOOP/CUL-DE-SAC	—	12'	4'	10'	32'	52'	200'	15%	30		<200				

*Additional pavement and R/W may be required for C.E. Collectors and L1 Collectors in Industrial/Commercial Zones, 4 and 12 ft, respectively. C.E. roads needing additional turn lanes will require an additional 12 to 14 ft. of pavement and R/W for each lane. C.E. roads designated with Bike Lanes will require an additional 10 ft. of pavement and R/W.

*For full standards, refer to Public Road Standards, adopted by the Board of Supervisors on 2/26/92

**Table 2.1-3
COMPARISON OF INTERSECTION OPERATIONS –
EXISTING CONDITIONS AND EXISTING PLUS PROJECT CONDITIONS
(NO MITIGATION)**

Intersection	AM Peak Period						PM Peak Period						Significant?	
	Existing		Existing Plus Project		Δ Delay (seconds)	Δ Volume	Existing		Existing Plus Project		Δ Delay (seconds)	Δ Volume	AM	PM
	Delay (seconds)	LOS	Delay (seconds)	LOS			Delay (seconds)	LOS	Delay (seconds)	LOS				
Ash Street/Pine Street ¹	16.8	C	35.6	E	18.8	103	22.2	C	65.8	F	43.6	120	Y	Y
Pine Street/Olive Street ¹	16.7	C	31.4	D	14.7	N/A	19.3	C	40.2	E	20.9	89	N	Y
Pine Street/Main Street ²	33.7	C	44.5	D	10.8	N/A	58.7	E	62.7	E	4.0	46	N	Y
Main Street/Montecito Road ²	26.0	C	39.1	D	13.1	N/A	30.2	C	55.9	E	25.7	116	N	Y
Montecito Way/Montecito Road ¹	8.8	A	10.4	B	1.6	N/A	8.9	A	10.3	B	1.4	N/A	N	N
SR 67/Highland Valley Road/Dye Road ^{2,3}	54.7	D	133.3	F	78.6	60	22.3	C	23.7	C	1.4	N/A	Y	N
SR 67/Archie Moore Road ¹	141.0	F	168.3	F	27.3	50	27.4	D	42.6	E	15.2	58	Y	Y

Source: USAI 2008

¹ Unsignalized

² Signalized

³ Peak period factor = 0.95

* Intersection delay is so high that it is beyond the model accuracy.

Δ Delay = change in delay; Δ Volume = change in volume; Y = yes; N = no; N/A = not applicable

**Table 2.1-4
PROPOSED PROJECT TRIP GENERATION**

Use	Trip Rate*	ADT	AM PEAK PERIOD					PM PEAK PERIOD				
			Percent	No.	In:Out	In	Out	Percent	No.	In:Out	In	Out
417 Residential Units	12 per unit	5,004	8	400	3:7	120	280	10	500	7:3	350	150
Neighborhood Park/Historical Park/Equestrian Staging Area (20.2 acres total)	5 per acre	101	13	13	5:5	7	7	9	9	5:5	5	5
Charter High School (600 students)	1.3 per student	780	20	156	7:3	109	47	10	78	4:6	31	47
TOTAL	--	5,885	--	569	--	236	334	--	587	--	386	202

Source: USAI 2008

* Average weekday traffic generation based on SANDAG Traffic Generation Rates (2002; refer to Appendix D of the TIA [Appendix B of this EIR]).

Table 2.1-5
COMPARISON OF STREET SEGMENT OPERATIONS –
YEAR 2010 WITHOUT PROJECT CONDITIONS AND 2010 PLUS PROJECT CONDITIONS
(NO MITIGATION)

Street Segment*	2010 Without Project			2010 With Project			Δ ADT	Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS			
Pine Street (SR 78)/10 th Street									
Haverford Road to Ash Street	14,191	0.88	E	14,485	0.89	E	294	0.01	Y
Ash Street to Olive Street	17,276	1.07	F	19,100	1.18	F	1,824	0.11	Y
Olive Street to Main Street	17,776	1.10	F	19,130	1.18	F	1,354	0.08	Y
Main Street to H Street	18,063	1.12	F	18,710	1.15	F	647	0.03	Y
Main Street (SR 67)									
7 th Street to Pine Street	30,386	0.82	D	30,680	0.83	D	294	0.01	N
Pine Street to Montecito Road	36,586	0.99	E	37,292	1.01	F	706	0.11	Y
Montecito Road to Hunter Street	34,386	0.93	E	36,092	0.98	E	1,706	0.5	Y
Hunter Street to future Boundary Road	34,867	2.15	F	36,338	2.24	F	1,471	0.09	Y
Future Boundary Road to Highland Valley Road/Dye Road	34,867	2.15	F	36,338	2.24	F	1,471	0.09	Y
Highland Valley Road/Dye Road to Archie Moore Road	33,397	2.06	F	34,456	2.13	F	1,059	0.07	Y
Archie Moore Road to Poway Road	34,803	2.15	F	35,686	2.20	F	883	0.05	Y
Montecito Way									
Montecito Ranch Road to Montecito Road	600	0.04	A	3,131	0.19	B	2,531	0.15	N
Montecito Ranch Road									
Western Project access point to Montecito Way	--	--	--	2,531	0.16	B	2,531	0.16	N
Between main Project access points	--	--	--	2,060	0.14	B	2,060	0.14	N
Ash Street									
Eastern Project access point to Pine Street	500	0.03	A	2,795	0.17	B	2,295	0.14	N
Pine Street to Elm Street	500	0.03	A	676	0.04	A	176	0.01	N
Montecito Road									
Montecito Way to Davis Street	4,459	0.28	B	6,519	0.40	C	2,060	0.12	N
Davis Street to Main Street	6,959	0.43	C	8,901	0.55	D	1,942	0.12	N

Source: USAI 2008

* Refer to Table 2.1-1 for the classifications and capacities for the roadway segments.

Δ Volume = change in volume; Δ V/C = change in volume-to-capacity ratio; Y = yes; N = no

**Table 2.1-6
COMPARISON OF INTERSECTION OPERATIONS –
YEAR 2010 WITHOUT PROJECT CONDITIONS AND YEAR 2010 PLUS PROJECT CONDITIONS
(NO MITIGATION)**

Intersections	AM Peak Period						PM Peak Period						Significant?	
	Year 2010 Without Project		Year 2010 Plus Project		Δ Delay (seconds)	Δ Volume	Year 2010 Without Project		Year 2010 Plus Project		Δ Delay (seconds)	Δ Volume	AM	PM
	Delay (seconds)	LOS	Delay (seconds)	LOS			Delay (seconds)	LOS	Delay (seconds)	LOS				
Ash Street/Pine Street ¹	43.5	F	375.5	F	332.0	103	100.8	F	*	F	*	120	Y	Y
Pine Street/Olive Street ¹	54.6	F	145.2	F	90.6	77	77.2	F	268.9	F	191.7	89	Y	Y
Pine Street/Main Street ²	91.1	F	102.4	F	11.3	40	181.8	F	193.1	F	11.3	46	Y	Y
Main Street/Montecito Road ²	37.2	D	57.4	E	20.2	100	58.5	E	69.3	E	10.8	116	Y	Y
Montecito Way/Montecito Road ¹	9.2	A	10.6	B	1.4	N/A	9.3	A	10.6	B	1.3	N/A	N	N
SR 67/Highland Valley Road/Dye Road ^{2,3}	150.1	F	161.7	F	11.6	60	49.6	D	82.7	F	33.1	69	Y	Y
SR 67/Archie Moore Road ¹	*	F	*	F	*	50	*	F	*	F	*	58	Y	Y

Source: USAI 2008

¹ Unsignalized

² Signalized

³ Peak period factor = 0.95

* Intersection delay is so high that it is beyond the model accuracy.

Δ Delay = change in delay; Δ Volume = change in volume; Y = yes; N = no; N/A = not applicable

Table 2.1-7
COMPARISON OF STREET SEGMENT OPERATIONS –
YEAR 2030 WITHOUT PROJECT CONDITIONS AND YEAR 2030 PLUS PROJECT CONDITIONS
(NO MITIGATION)

Street Segment*	Year 2030 Without Project			Year 2030 Plus Project			Δ Volume	Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS			
Pine Street (SR 78)/10 th Street									
Haverford Road to Ash Street	14,691	0.91	E	14,985	0.93	E	294	0.02	Y
Ash Street to Olive Street	20,000	1.23	F	21,824	1.35	F	1,824	0.12	Y
Olive Street to Main Street	19,270	1.19	F	20,624	1.27	F	1,354	0.08	Y
Main Street to H Street	18,488	1.14	F	19,135	1.18	F	647	0.03	Y
Main Street (SR 67)									
7 th Street to Pine Street	33,714	0.91	E	34,008	0.92	E	294	0.01	Y
Pine Street to Montecito Road	37,086	1.00	F	37,792	1.02	F	706	0.02	Y
Montecito Road to Hunter Street	34,391	0.93	E	36,333	0.98	E	1,942	0.05	Y
Hunter Street to future Boundary Road	34,976	2.16	F	36,447	2.25	F	2,056	0.09	Y
Future Boundary Road to Highland Valley Road/Dye Road	34,976	2.16	F	36,447	2.25	F	1,471	0.09	Y
Highland Valley Road/Dye Road to Archie Moore Road	35,000	2.16	F	36,059	2.23	F	1,059	0.07	Y
Archie Moore Road to Poway Road	37,349	2.31	F	38,232	2.36	F	883	0.05	Y
Montecito Way									
Montecito Ranch Road to Montecito Road	5,000	0.31	C	7,531	0.46	D	2,531	0.15	N
Montecito Ranch Road									
Western Project access point to Montecito Way	---	---	--	7,531	0.46	D/C**	7,531	0.46	Y
Between main Project access points	---	---	--	5,000	0.33	B	5,000	0.33	N
Ash Street									
Eastern Project access point to Pine Street	5,148	0.32	C	7,443	0.46	D	2,295	0.14	N
Pine Street to Elm Street	5,500	0.34	C	5,676	0.35	C	176	0.01	N
Montecito Road									
Montecito Way to Davis Street	5,814	0.35	C	7,874	0.49	D	1,824	0.12	N
Davis Street to Main Street	7,450	0.46	C	9,392	0.58	D	1,942	0.12	N

Source: USAI 2008

* Refer to Table 2.1-1 for the classifications and capacities for the roadway segments.

**Using a straight volume-to-capacity assessment, this roadway segment would operate at LOS D. Public Facilities Element Transportation Policy 1.1 of the County General Plan states that peak hour roadway segment analysis provides a more realistic assessment of how a roadway actually would operate. Using HCM 2000 procedures, a peak hour evaluation was completed. The result showed that the segment would operate at LOS C. Refer to Appendix N of EIR Appendix B for peak hour analysis worksheets.

Δ Volume = change in volume; Δ V/C = change in volume-to-capacity ratio; Y = yes; N = no

**Table 2.1-8
COMPARISON OF INTERSECTION OPERATIONS -
YEAR 2030 WITHOUT PROJECT CONDITIONS AND YEAR 2030 PLUS PROJECT CONDITIONS
(NO MITIGATION)**

Intersection	AM Peak Period						PM Peak Period						Significant?	
	Year 2030 Without Project		Year 2030 Plus Project		Δ Delay (seconds)	Δ Volume	Year 2030 Without Project		Year 2030 Plus Project		Δ Delay (seconds)	Δ Volume	AM	PM
	Delay (seconds)	LOS	Delay (seconds)	LOS			Delay (seconds)	LOS	Delay (seconds)	LOS				
Ash Street/Pine Street ¹	*	F	*	F	*	103	*	F	*	F	*	120	Y	Y
Pine Street/Olive Street ¹	72.6	F	144.3	F	71.7	77	82.5	F	198.6	F	116.1	89	Y	Y
Pine Street/Main Street ²	104.0	F	116.8	F	12.8	40	193.5	F	200.6	F	7.1	46	Y	Y
Main Street/Montecito Road ²	40.0	D	59.2	E	19.2	100	59.1	E	87.3	F	28.2	116	Y	Y
Montecito Way/Montecito Road ¹	9.7	A	11.5	B	1.8	N/A	10.1	B	11.9	B	1.8	N/A	N	N
SR 67/Highland Valley Road/Dye Road ²	97.9 ³	F	106.8	F	8.9	60	43.4 ³	D	50.0	D	6.6	N/A	Y	N
SR 67/Archie Moore Road ¹	*	F	*	F	*	50	*	F	*	F	*	58	Y	Y

Source: USAI 2008

¹ Unsignalized

² Signalized

³ Delay is less than the 2010 plus Project condition, because of decreased volumes and delays caused by the diversion of traffic from the construction of the southern bypass (future Boundary Road).

* Intersection delay is so high that it is beyond the model accuracy.

Δ Delay = change in delay; Δ Volume = change in volume; Y = yes; N = no; N/A = not applicable

Table 2.1-9
TRAFFIC MITIGATION AND PROJECT DESIGN

Development Stage	Location	Project Design or Mitigation?	Project Design/Mitigation Required	Responsible Party
Prior to occupancy of the first house	Montecito Ranch Road	Project design	<ul style="list-style-type: none"> Construct a special design two-lane divided rural light collector between the eastern Project site boundary and Montecito Way 	Project Applicant
	Ash Street	Project design	<ul style="list-style-type: none"> <u>Right-of-way acquisition</u> Widen to meet rural light collector standards between the eastern Project site boundary and Pine Street 	Project Applicant
	Montecito Way	Project design	<ul style="list-style-type: none"> <u>Right-of-way acquisition</u> Widen to meet rural light collector standards between Sonora Way and Main Street 	Project Applicant
	Ash Street/Pine Street	Mitigation	<ul style="list-style-type: none"> Install a four-way traffic stoplight (once the County and Caltrans determine that warrants are met) Widen and restripe to provide an eastbound to southbound right-turn lane onto Pine Street and (at the request of the community) a southbound to westbound right-turn lane onto Ash Street 	Project Applicant
	Pine Street/Olive Street	Mitigation	<ul style="list-style-type: none"> Evaluate and potentially upgrade existing Provide fair share contribution to install a signal 	Other entity (Caltrans) or Project Applicant
	Main Street/Montecito Road	Mitigation	<ul style="list-style-type: none"> Acquire right-of-way on the northern leg of the intersection Widen and restripe the northern leg of the intersection of Main Street/Montecito Road to provide a southbound to eastbound westbound left right-turn lane onto Main Street 	Project Applicant
	<u>Pine Street/Main Street</u>	<u>Mitigation</u>	<ul style="list-style-type: none"> <u>Widen and restripe the northern leg of the intersection of Pine Street/Main Street to provide a westbound right-turn/through lane or a eastbound left-turn lane onto Main Street</u> 	<u>Project Applicant</u>
	<u>SR 67/Highland Valley Road/Dye Road</u>	<u>Mitigation</u>	<ul style="list-style-type: none"> <u>Right-of-way acquisition</u> <u>Widen to provide dual northbound to westbound left-turn lanes onto SR 67 Street</u> <u>Payment into the TIF program</u> 	<u>Project Applicant</u>

Table 2.1-9 (cont.)
TRAFFIC MITIGATION AND PROJECT DESIGN

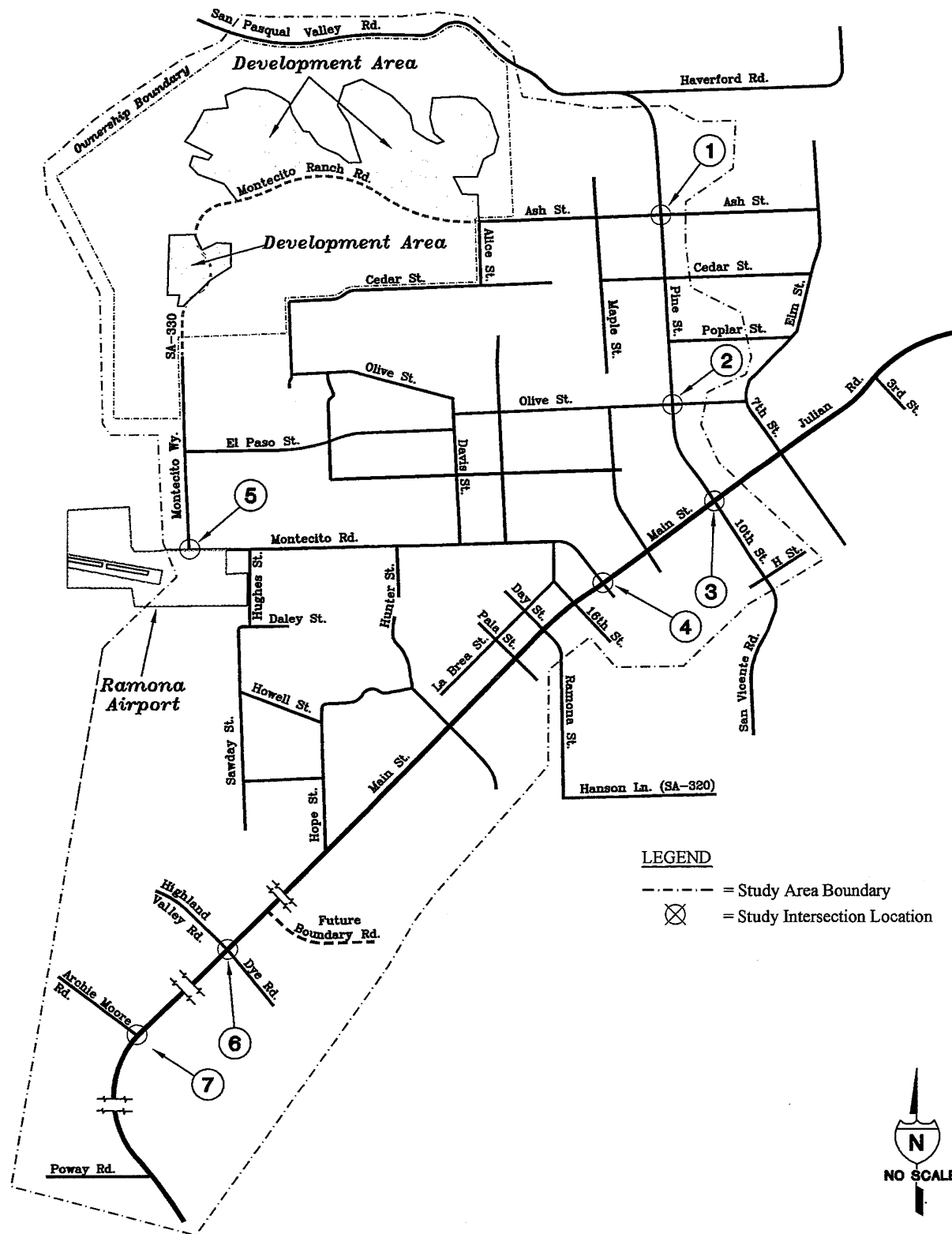
Development Stage	Location	Project Design or Mitigation?	Project Design/Mitigation Required	Responsible Party
Prior to occupancy of the 281 st house	Montecito Road	Project design	<ul style="list-style-type: none"> • <u>Right-of-way acquisition</u> • Widen to meet rural light collector standards between Montecito Way and Main Street 	Project Applicant
	Pine Street/ Main Street	Mitigation	<ul style="list-style-type: none"> • Widen and restripe the northern leg of the intersection of Pine Street/Main Street to provide a westbound right-turn/through lane or a eastbound left-turn lane onto Main Street 	Project Applicant
	SR 67/ Highland Valley Road/ Dye Road	Mitigation	<ul style="list-style-type: none"> • Widen to provide dual northbound to westbound left-turn lanes onto SR 67 Street • Provide a fair-share contribution via payment into the TIF program 	Project Applicant
	SR 67/Archie Moore Road	Mitigation	<ul style="list-style-type: none"> • Install a four-way traffic stoplight (once the County and Caltrans determine that warrants are met) 	Project Applicant
	SR 78/ Magnolia Avenue	Mitigation	<ul style="list-style-type: none"> • Add one lane north of SR 78 for a distance of approximately 175 feet, plus a 90-foot transition<u>Payment into the TIF program</u> 	Project Applicant <u>Other entity</u>
	Main Street/14 th Street	Mitigation	<ul style="list-style-type: none"> • Add a new northbound to eastbound right-turn lane<u>Payment into the TIF program</u> • Modify signal • Install curb returns at all corners 	Project Applicant <u>Other entity</u>

**Table 2.1-10
MITIGATED INTERSECTION OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS
UNDER THE PROPOSED PROJECT OFF-SITE ROADWAY SCENARIO**

Intersection	AM Peak Period		PM Peak Period	
	Delay	LOS	Delay	LOS
Ash Street/Pine Street	24.7	C	32.5	C
Pine Street/Olive Street	9.6	A	11.2	B
Pine Street/Main Street	40.7	D	49.6	D
Main Street/Montecito Road	31.1	C	38.3	D
Montecito Way/Montecito Road	10.4	B	10.3	B
SR 67/Highland Valley Road/Dye Road	33.5	C	20.9	C
SR 67/Archie Moore Road	30.7	C	16.2	B

Source: USAI 2008

DNE = does not exist



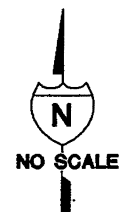
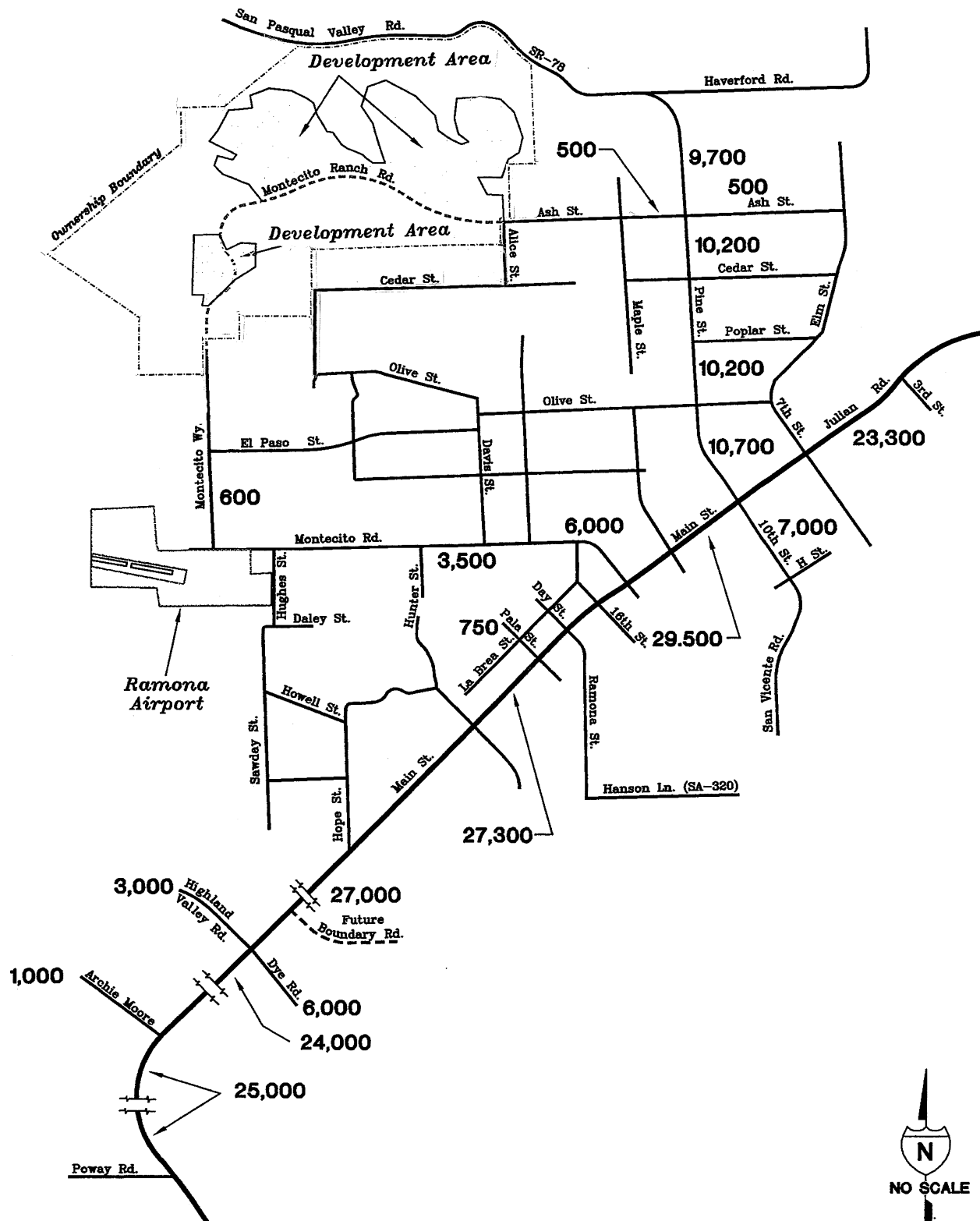
Source: Urban Systems Associates, Inc., 2008

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Project Study Area/Intersection Key

MONTECITO RANCH - EIR

Figure 2.1-1



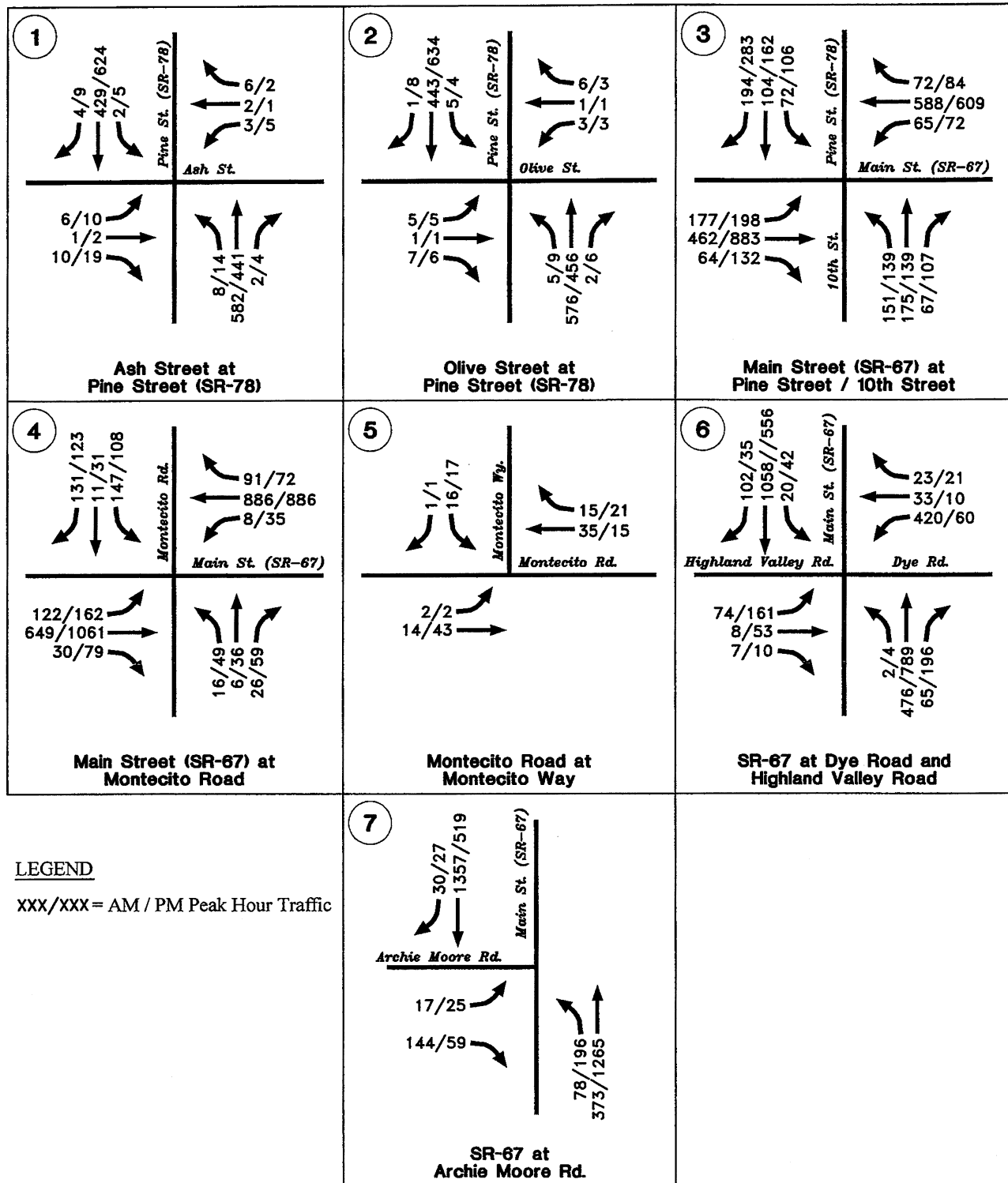
Source: Urban Systems Associates, Inc., 2008

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Existing Average Daily Traffic Along Roadways

MONTECITO RANCH - EIR

Figure 2.1-2



LEGEND

XXX/XXX = AM / PM Peak Hour Traffic

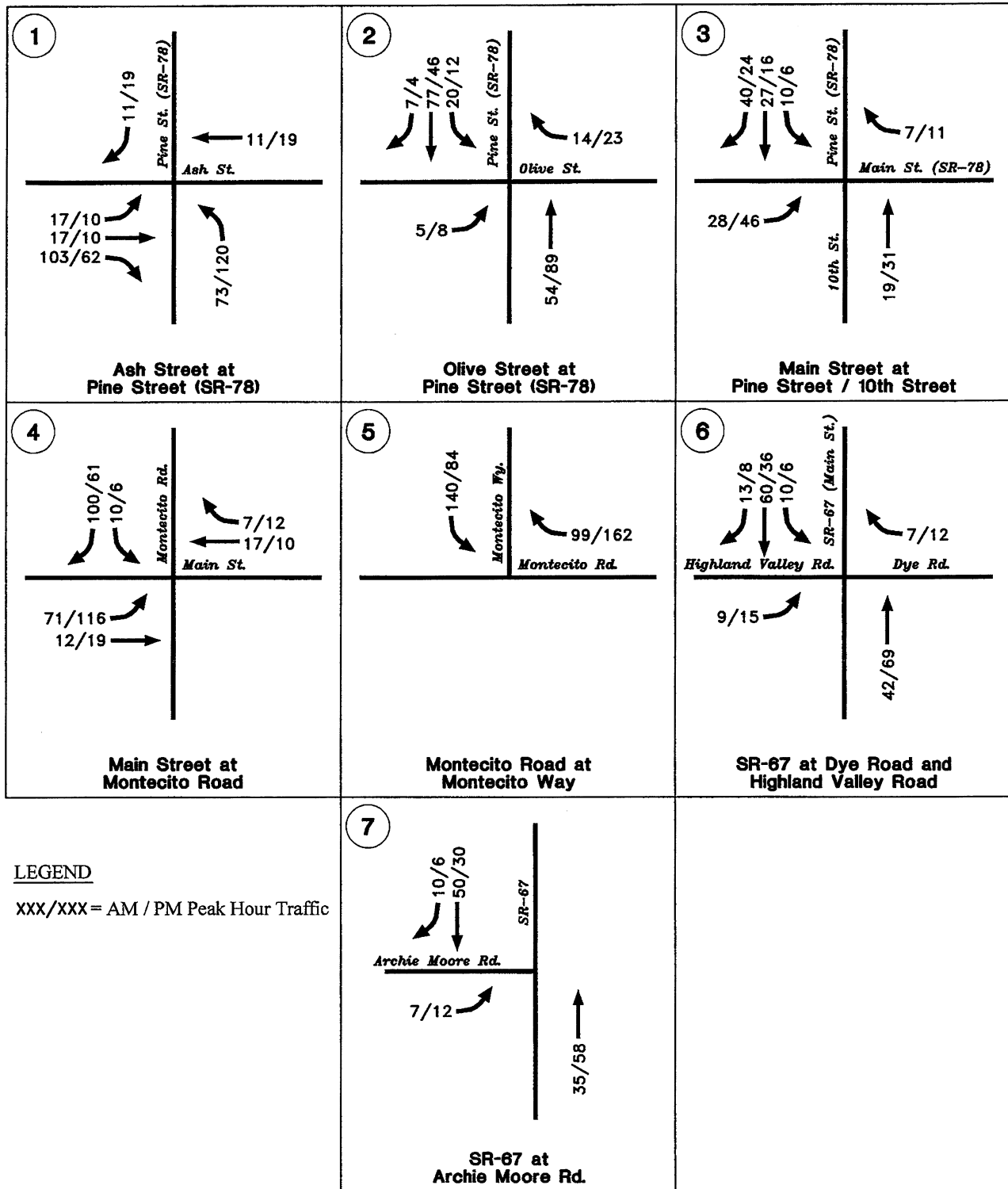
Source: Urban Systems Associates, Inc., 2008

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Existing AM and PM Peak Period Traffic Volumes at Intersections

MONTECITO RANCH - EIR

Figure 2.1-3



LEGEND

XXX/XXX = AM / PM Peak Hour Traffic

Source: Urban Systems Associates, Inc., 2008

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Project Only AM and PM Peak Period Traffic Volumes at Intersections

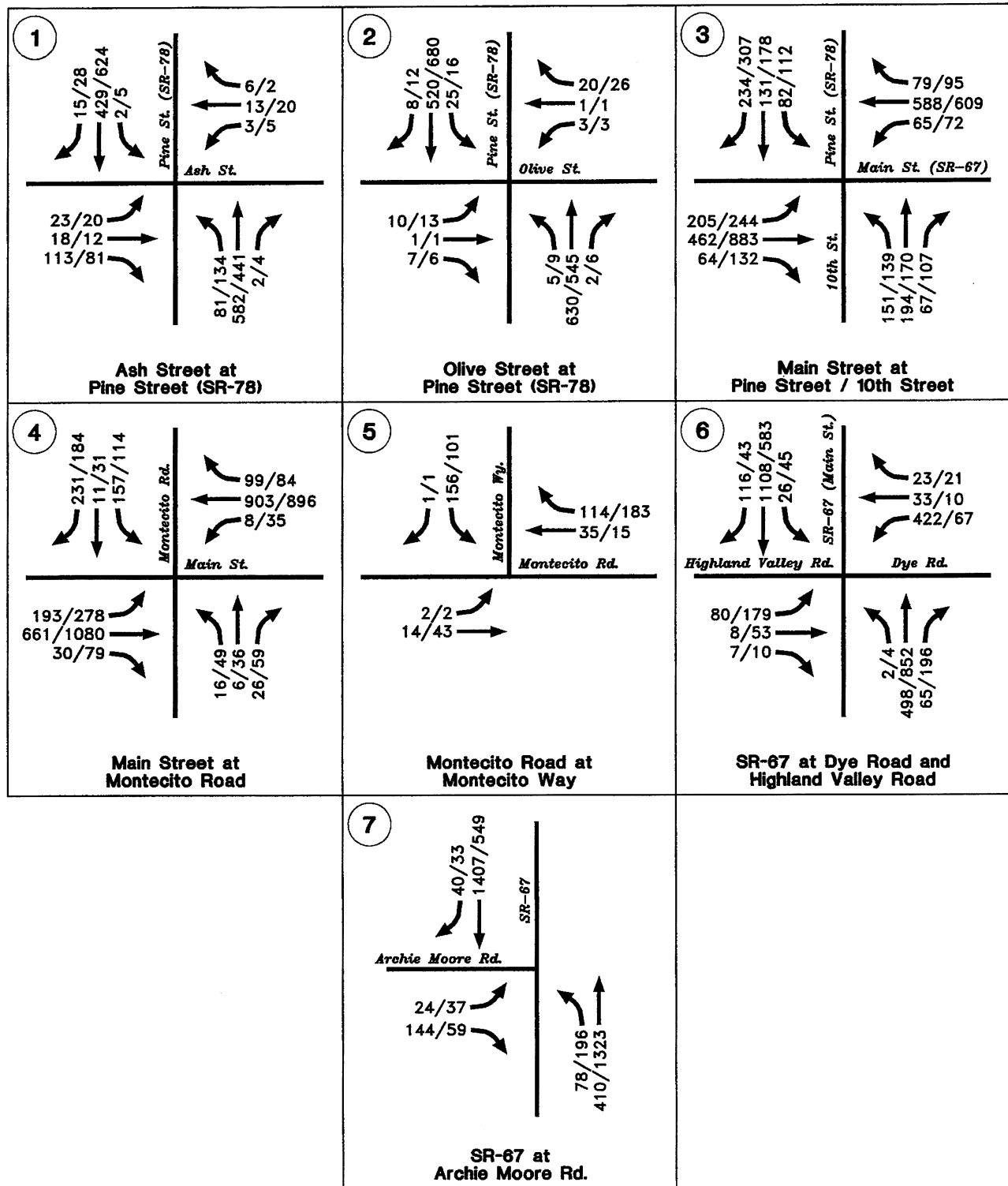
MONTECITO RANCH - EIR



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MONTECITO RANCH - EIR

HELIX



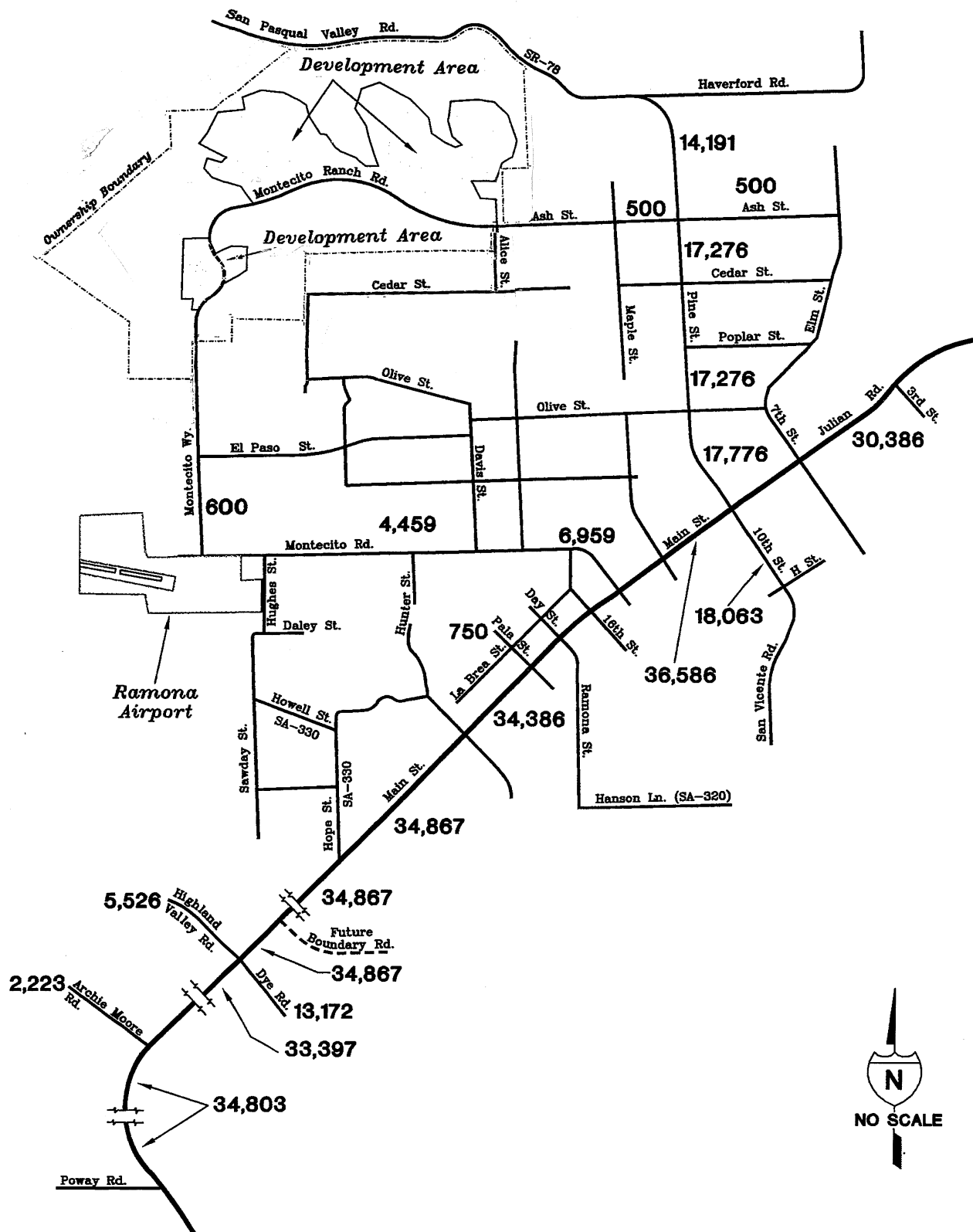
Source: Urban Systems Associates, Inc., 2008

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Existing Plus Project AM and PM Peak Period Traffic Volumes at Intersections

MONTECITO RANCH - EIR

Figure 2.1-8



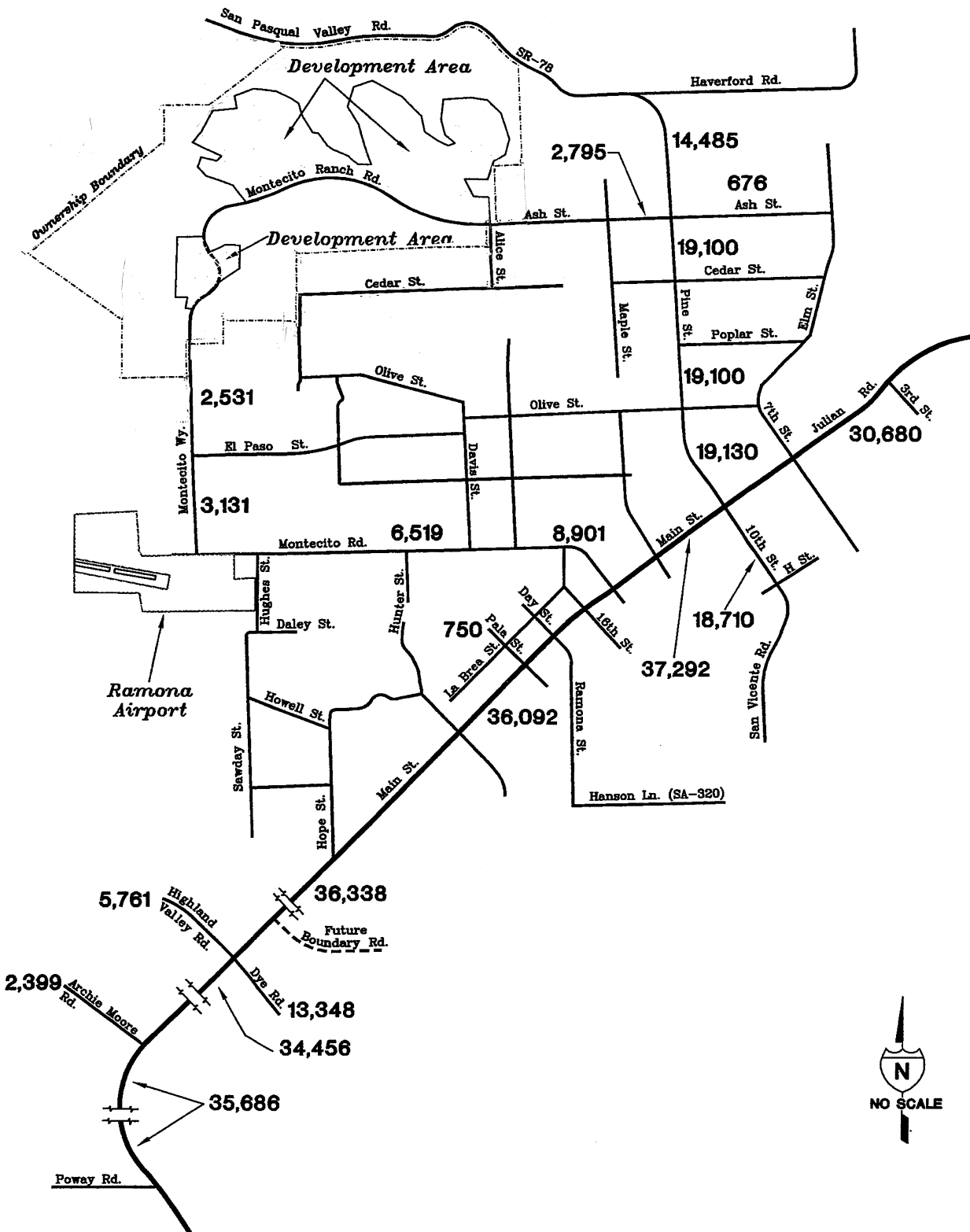
Source: Urban Systems Associates, Inc., 2008

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Existing Plus Other Projects Average Daily Traffic Along Roadways

MONTECITO RANCH - EIR

Figure 2.1-9



Source: Urban Systems Associates, Inc., 2008

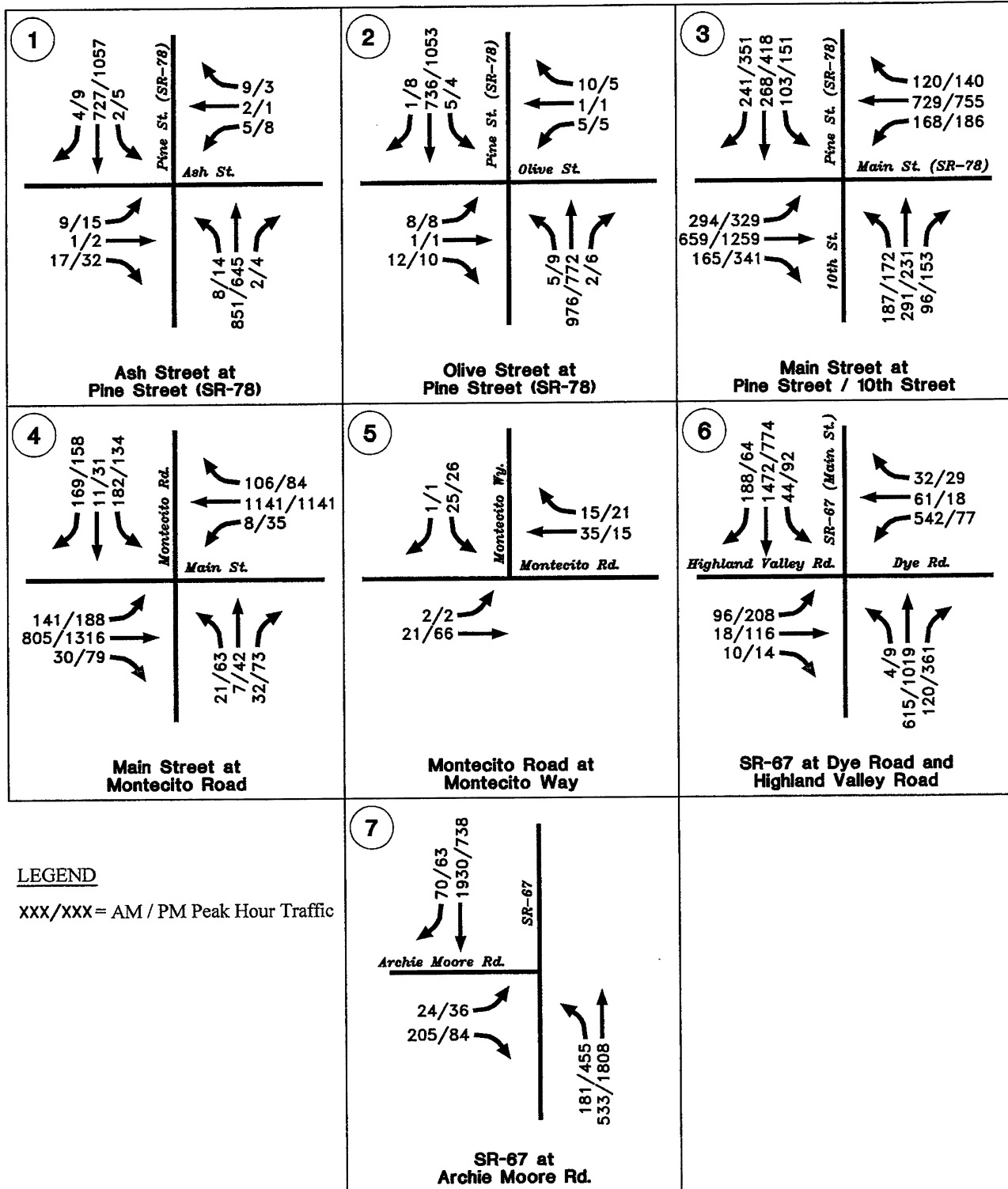
I:\GIS\MMRL-01 MonteMap\EIR\Fig2-1-10_ExistingPlusOtherPPADTAR.pmd -JP

Existing Plus Other Projects Plus Project Average Daily Traffic Along Roadways

MONTECITO RANCH - EIR

HELIX

Figure 2.1-10



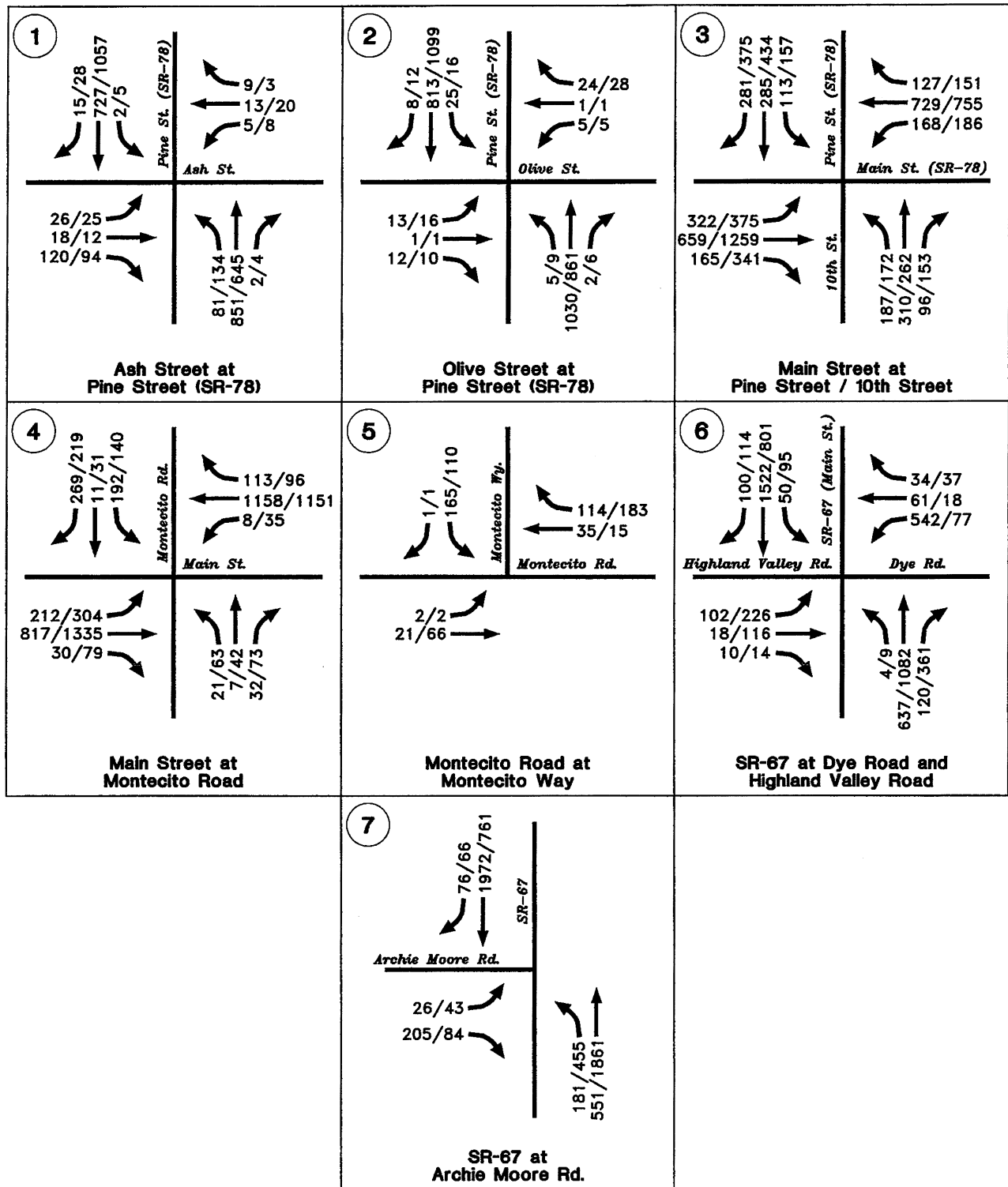
Source: Urban Systems Associates, Inc., 2008

I:\Gis\MV\ML-01 MonteMap\EIR\Fig2-1-11_ExistingPlusOPOAPPPTV1.pmd -JP

Existing Plus Other Projects AM and PM Peak Period Traffic Volumes at Intersections

MONTECITO RANCH - EIR

Figure 2.1-11



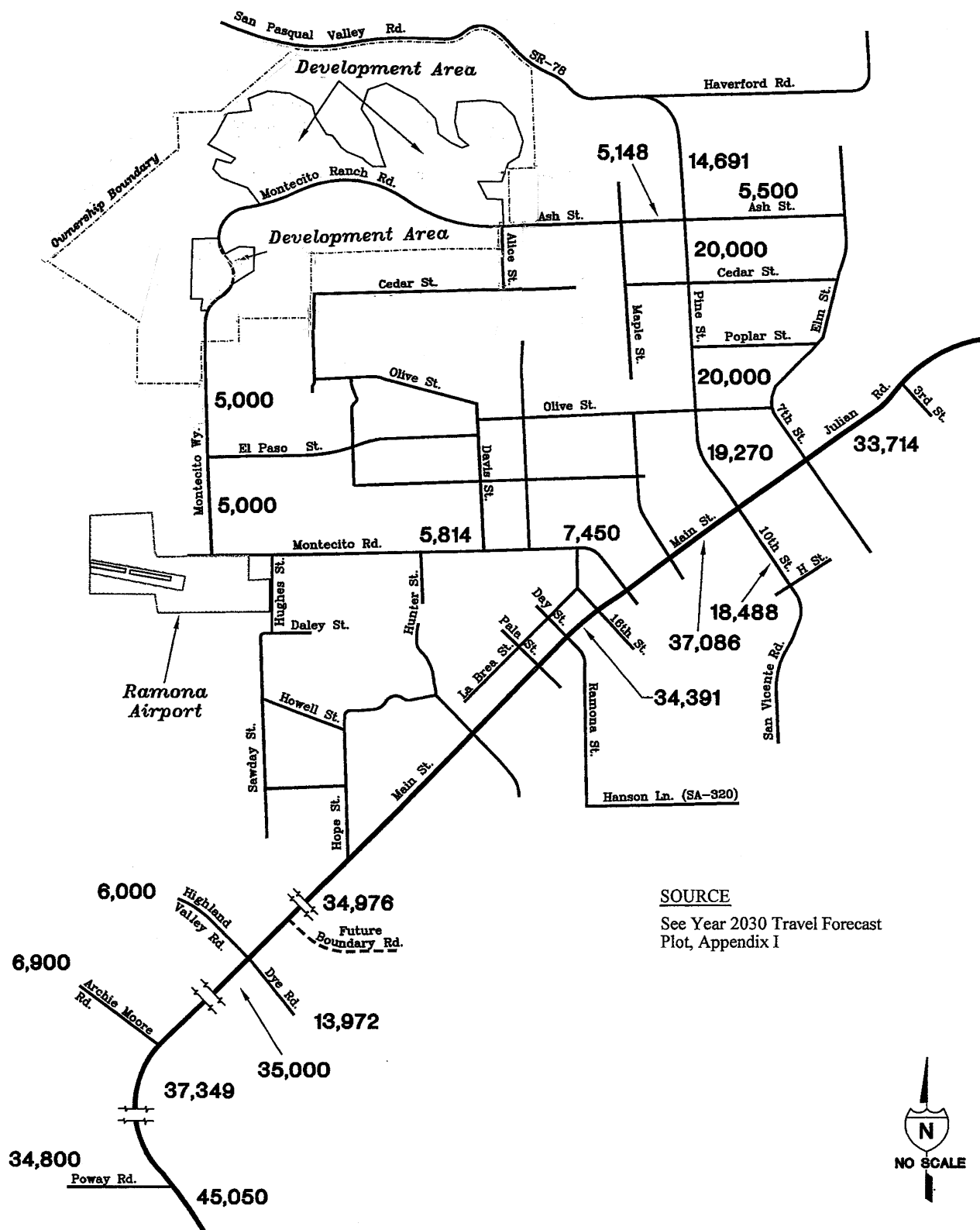
Source: Urban Systems Associates, Inc., 2008

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Existing Plus Other Projects Plus Project AM and PM Peak Hour Traffic Volumes at Intersections

MONTECITO RANCH - EIR

Figure 2.1-12



SOURCE

See Year 2030 Travel Forecast
Plot, Appendix I



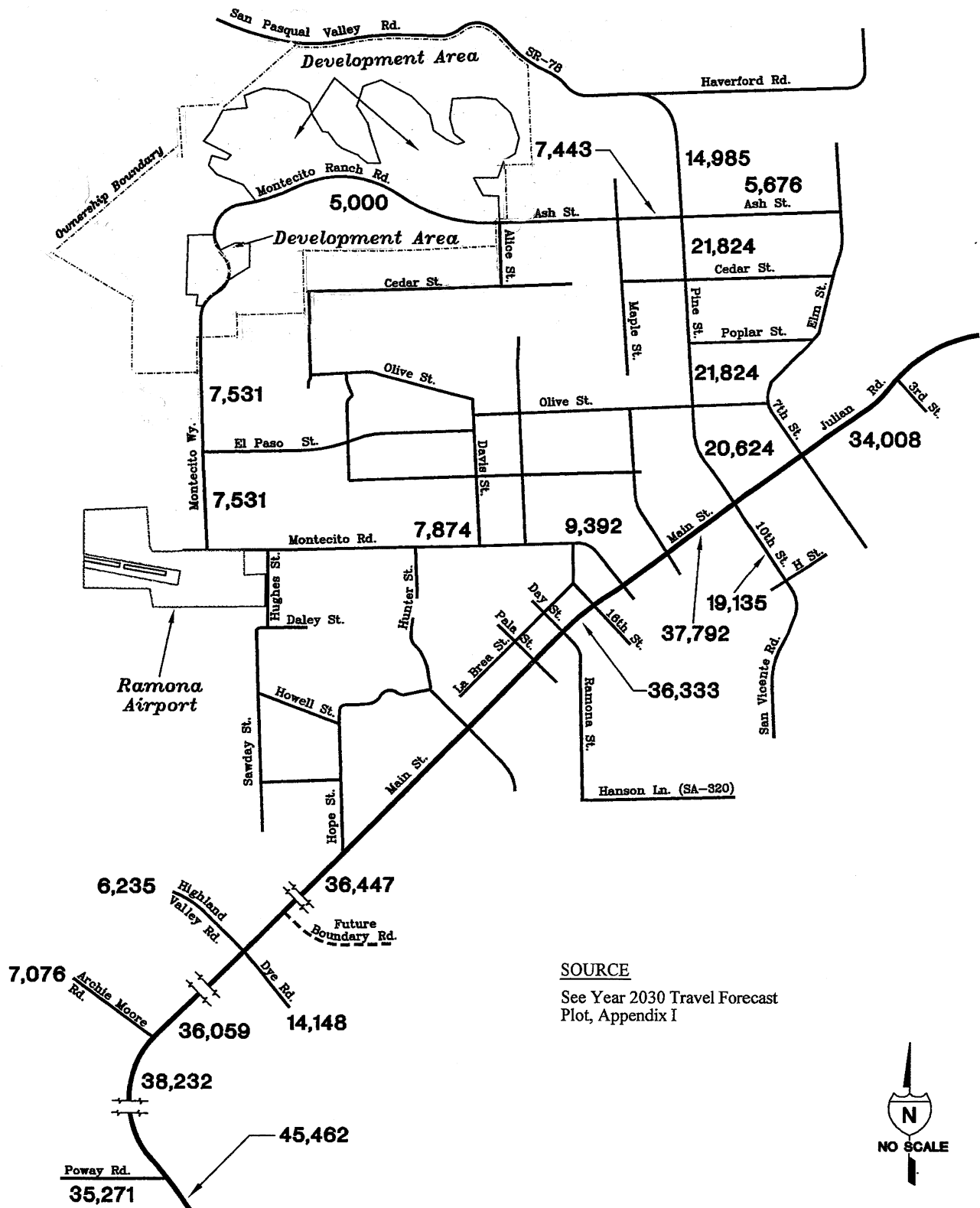
Source: Urban Systems Associates, Inc., 2008

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Year 2030 Without Project Average Daily Traffic Along Roadways

MONTECITO RANCH - EIR

Figure 2.1-13



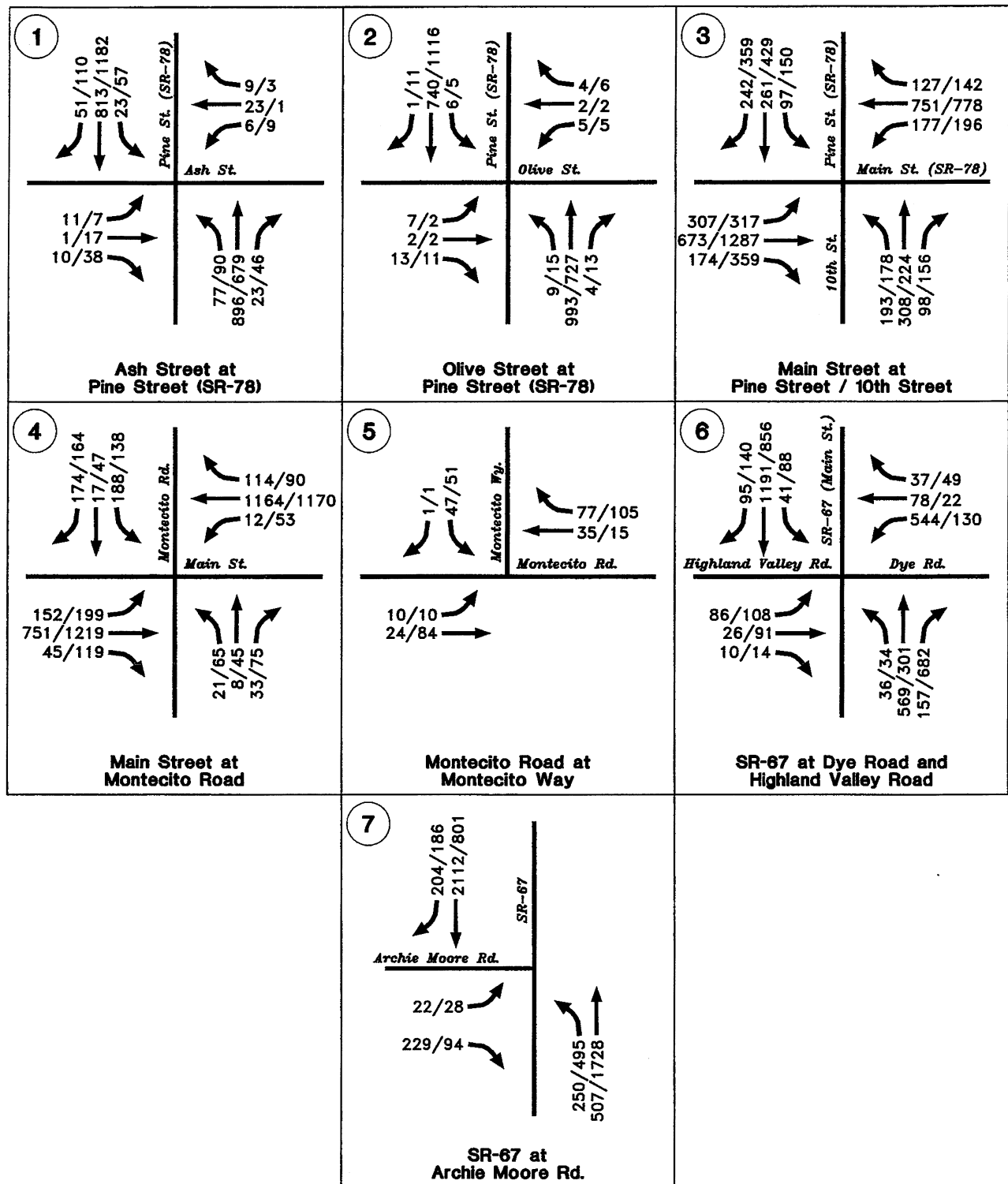
Source: Urban Systems Associates, Inc., 2008

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Year 2030 With Project Average Daily Traffic Along Roadways

MONTECITO RANCH - EIR

Figure 2.1-14

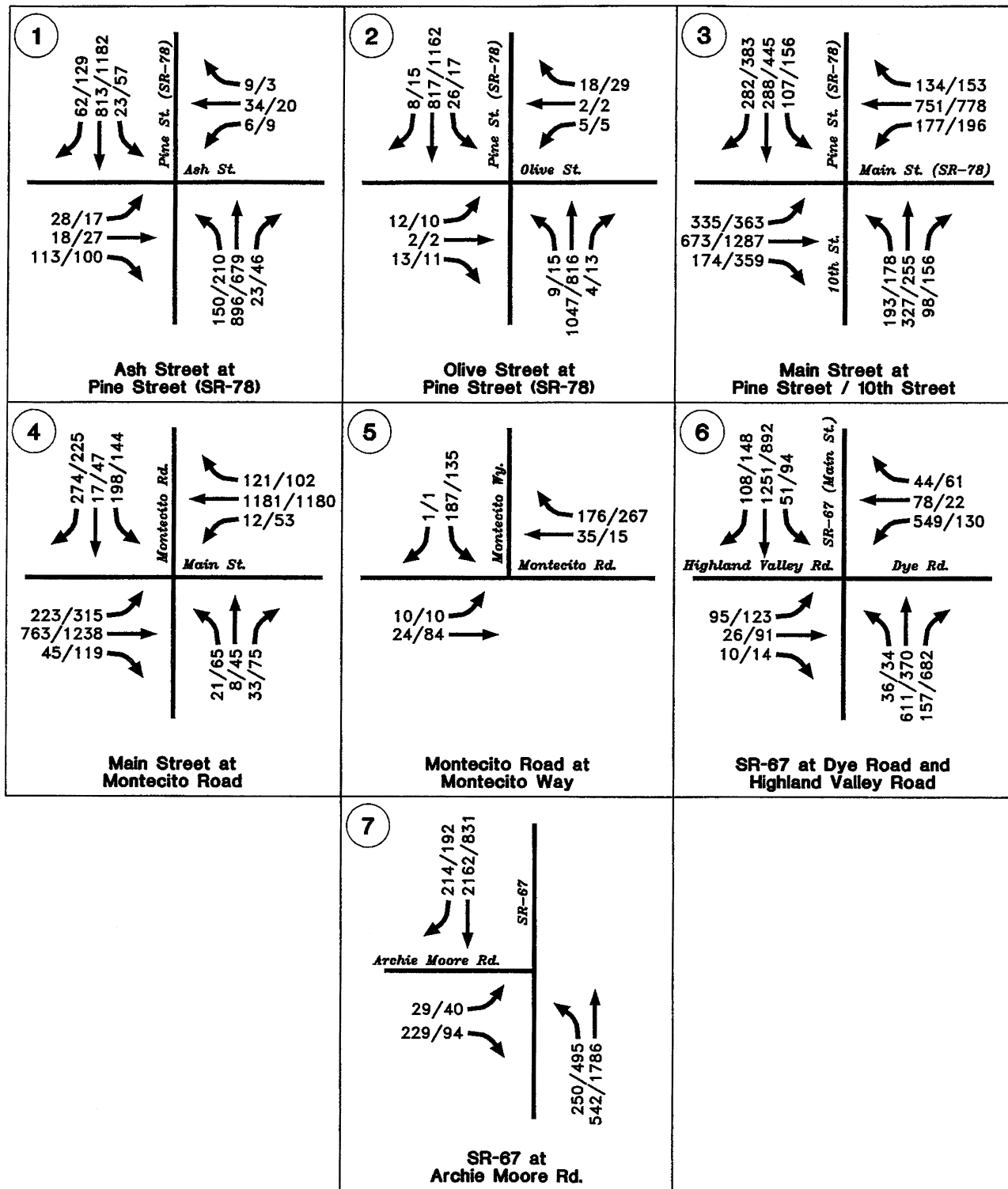


Source: Urban Systems Associates, Inc., 2008

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Year 2030 Without Project AM and PM Peak Period Traffic Volumes at Intersections

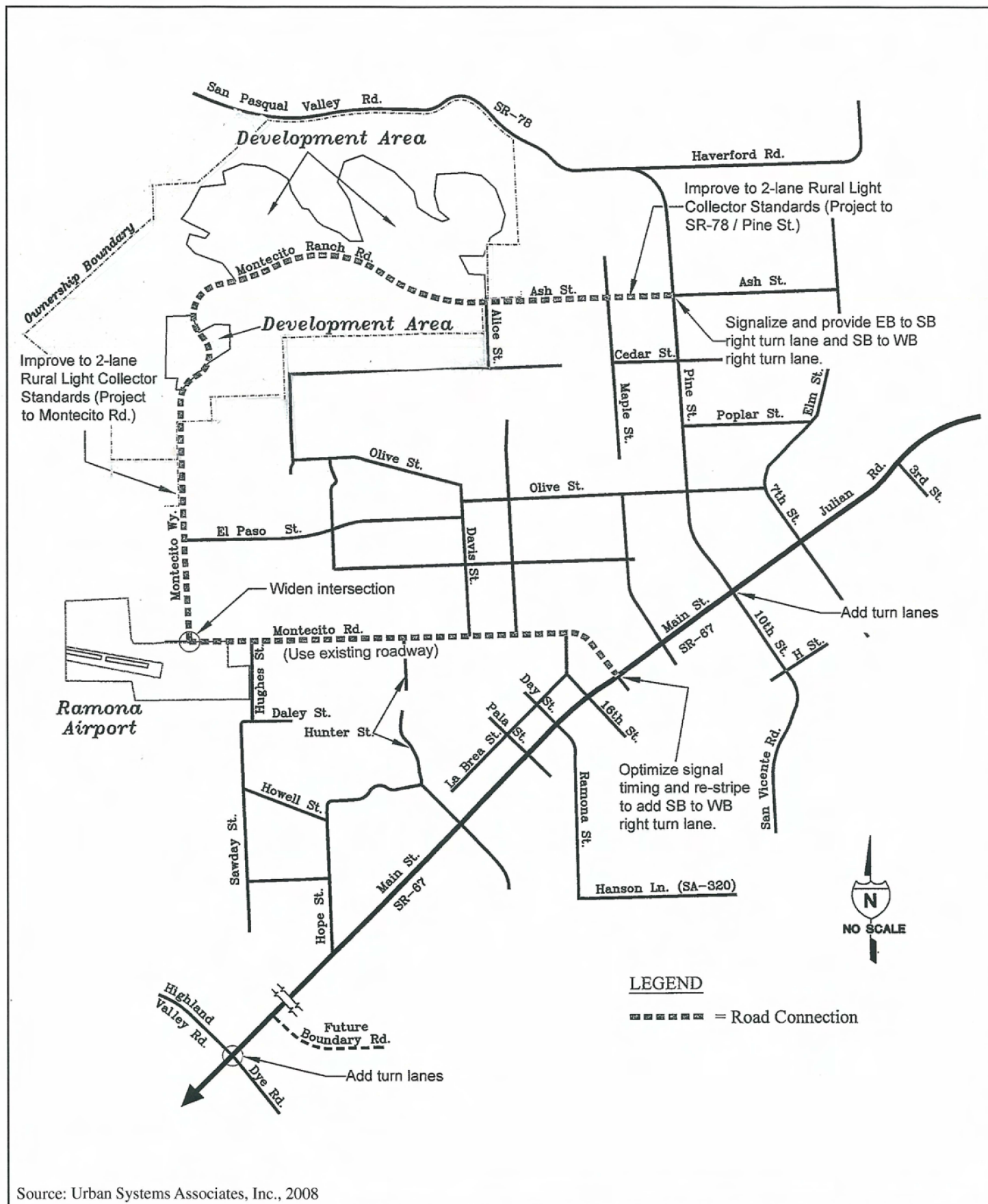
MONTECITO RANCH - EIR



Source: Urban Systems Associates, Inc., 2008

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Year 2030 With Project AM and PM Peak Period Traffic Volumes at Intersections



Source: Urban Systems Associates, Inc., 2008

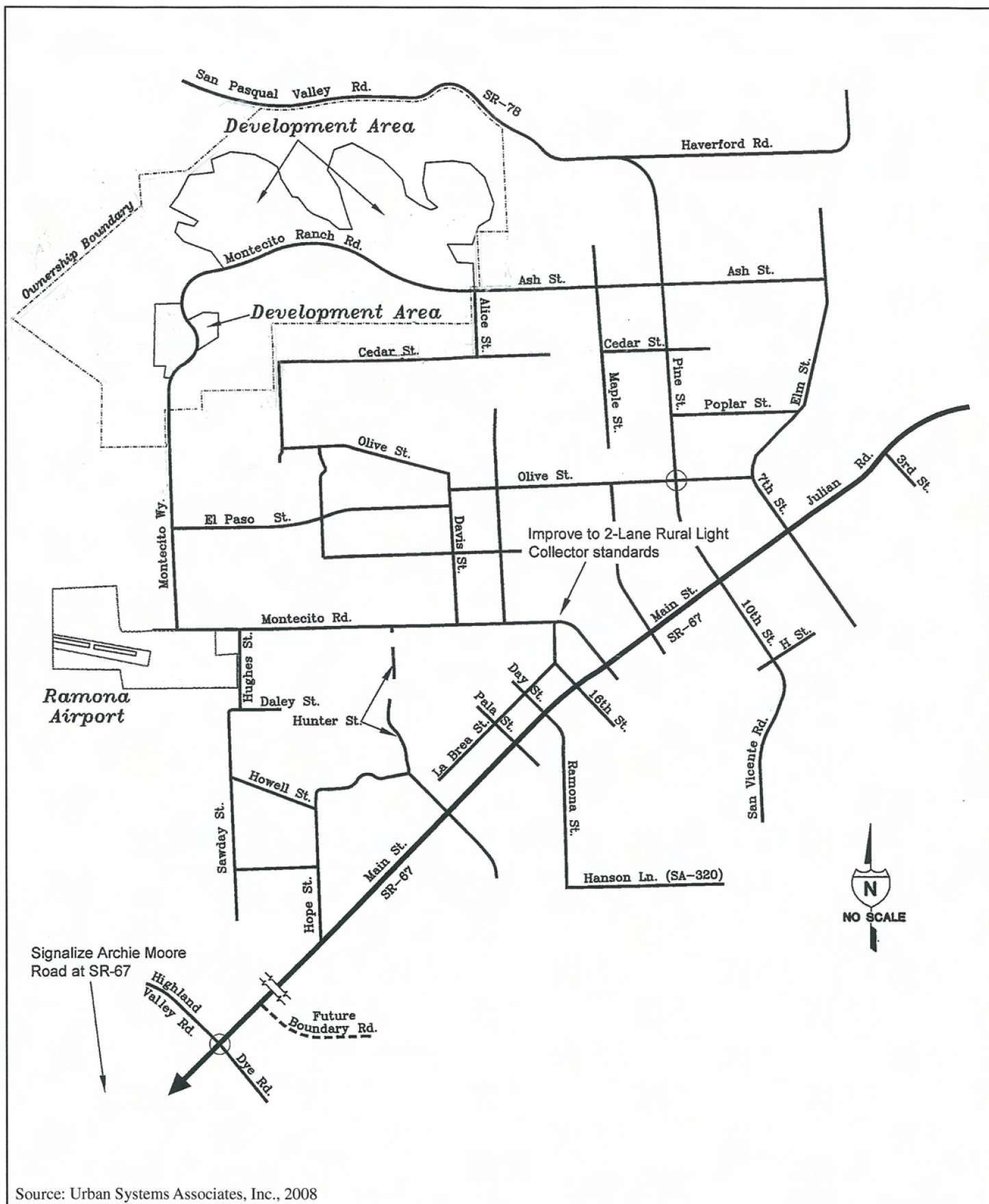
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Proposed Roadway and Intersection Improvements - Prior to Occupancy of the First House

MONTECITO RANCH - EIR

HELIX

Figure 2.1-17



Proposed Roadway and Intersection Improvements - Prior to Occupancy of the 281st House

MONTECITO RANCH - EIR

Figure 2.1-18